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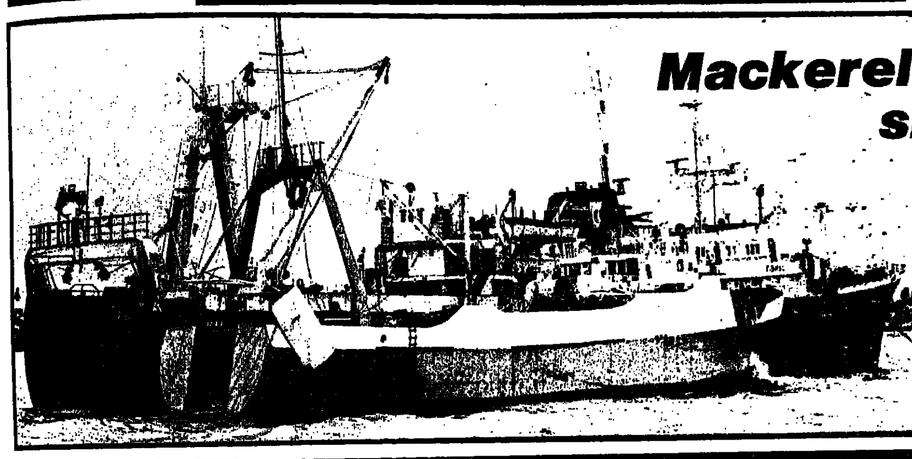


Mackerel quota slashed

NEW licensing arrangements for the south-west mackerel fishery come into force on Sunday November 5. This will restrict catches and the system will be changed from a daily to a weekly quota per vessel.

Purse seiners and big trawlers will be hard hit by the new cut-back but small handliners will be exempt from any restrictions.

Vessels like the Fleetwood trawler *Jacinta*, seen here transhipping to a factory ship off Falmouth last week, will be subject to more intensive on-the-spot checks by Ministry inspectors. Details page three.

BRITAIN IN THE DOCK

EEC taking court action

THE BIGGEST confrontation between Britain and the EEC over fish is likely to take place in the European Court. After much debate, the European Commission has decided to take legal action over British-imposed conservation measures.

The only way this major clash can be avoided is by a British Government climb-down which would rescind four national measures during a period of 'grace' before the matter goes to court.

The measures the Commission wants lifted are:

- Mourne herring ban.
- Isle of Man herring ban.
- 70mm mesh for nephrops.
- Extension of Norway pout box.

Further action is being considered by the Commission against the Scottish west coast herring ban and 10 per cent maximum by-catch regulation. Action on herring will depend on recommendations in a report to be published soon by ICES scientists.

The British Government has also been asked to stop the Clyde herring fishing pending ICES findings.

On the reduction in by-catches from 20-10 per cent, the Commission says it will submit a fresh proposal to the EEC Fisheries Council when it meets shortly.

Although the UK blocked this proposal at the last council meeting in September, it now appears that acceptance will be given along with the agreement of the eight other member states. However, Fisheries Minister John Silkin is expected to make it clear that the adoption of this proposal does not form part of the Common Fisheries Policy, when it is decided.

The UK has consistently blocked Commission proposals on the grounds that the CFP cannot be adopted piecemeal and instead must be agreed as an overall package.

The European Commission finally decided to open legal proceedings against the UK under article 169 of the Treaty of Rome concerning four national conservation measures either taken or planned. The 13 Commissioners took this decision just two days after receiving a letter from Mr. Silkin which announced that the measures would not be lifted.

Mr. Silkin was replying to a letter sent by the EEC Fisheries Commissioner, Finn Gundelach, at the end of September saying that the measures were "unacceptable" (*Fishing News* October 6).

The Commission will send a letter to Mr. Silkin early this week explaining the legal objections to the British measures and inviting him to comment within a few weeks.

Turn to Page two

PURSERS 'ON THE CHEAP' FROM ICELAND

SCOTTISH fishermen have been approached to buy cut-price purse seiners from Iceland. One skipper has been offered a 113ft. purser built in Norway in 1966 at a bargain £350,000.

This sudden interest in disposing of secondhand pursers has come about as a result of a new grant and loan scheme for new building brought in by the Icelandic Government. Provided an existing vessel is sold outside Iceland, grant approval is almost guaranteed for a new vessel.

With many pair trawlers in Scotland understood to be poised to switch to purse seining, it seems that Iceland could be on to a good thing.

The Norwegian Government has also been successful recently in pursuading Scottish fishermen to order new purse seiners from their shipyards. The attraction is an 80 per cent loan at a fixed eight per cent interest.

BRITAIN IN DOCK

From page one

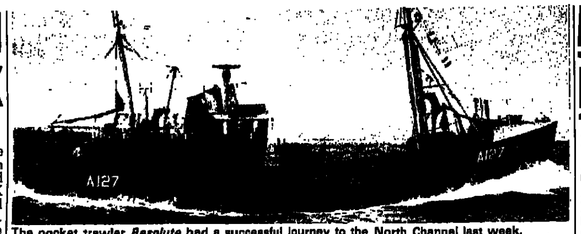
In the next stage of the legal process, the Commission will issue a "reasoned opinion" giving the UK Government a certain period in which to lift the measures. If the UK fails to comply the case will then be taken before the European Court of Justice in Luxembourg — but this will take many months.

Careful

The Commission is being careful not to move too fast for fear of inflaming an already emotional situation and jeopardising efforts by the German Presidency to reach a settlement. A breakthrough was being claimed in Bonn this week after bilateral talks between the British and Germans.

Mr. Silkin was included in the party of senior British Cabinet Ministers headed by Mr. Callaghan. It appears that some top-level political pressure will now be used to break the technical impasse and reach a settlement in time for the EEC summit in December.

In a radio interview this week, Mr. Silkin predicted a CFP settlement by the end of this year.



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The quality was reflected in the grossings returned by the vessels. *Arnur* was top ship of the week when she arrived in port with 1,808 kits, including 300 of cod, 1,200 of plaice, 350 of haddocks and 35 of coley, which sold for £65,678.

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The fish plant has around 80 employees. Most of these have been made redundant with just a few retained to carry on temporarily with administration work.

At its peak the firm had 280 employees. Last year Starwood moved premises and opened a new plant with a £500,000 investment.

MP'S SEA TRIP LEADS TO A SAFETY CALL

AUSTIN MITCHELL, Labour MP for Grimbsy, has added his weight to the growing demand for a public inquiry into the working conditions of fishermen and the control of safety at sea.

Mr. Mitchell was speaking after completing a five-day trip to the North Sea grounds on the Grimsby anchor-seiner *Alatna*, and emphasised his experiences only confirmed the dangerous nature of the work which are borne out by annual statistics of deaths and injuries to fishermen at sea.

He said the industry needed a stricter and tighter control of safety and that conditions at sea were worse than those of the miners. "I was concerned to look at the kind of conditions people were working in and what can be done about safety in those conditions," Mr. Mitchell said.

He felt there was scope for more thought about the design of deck layouts so that more handrails could be provided to support fishermen and minimise the risk of being washed overboard, especially in storms, while moving about the decks.

Control

Open-decked vessels provided fishermen with very little control over their own movements during bad weather and when exposed machinery was operating as well, the combination could be a recipe for disaster.

Mr. Mitchell re-affirmed that he had been pushing for an inquiry into safety at sea before making his trip, but had in fact experienced storm conditions during his short voyage.

ABERDEEN TRAWLER UPSETS LINE-MEN

TRAWLER owners Richard Irvin have been warned about the behaviour of their stern trawler *Ben Wyvis* on the Cornish mackerel grounds.

A telegram has been sent by the Ministry asking the company to check reports from local line fishermen that *Ben Wyvis* acted dangerously by towing through groups of small boats.

Handliners told the Cornish PO that 50 of their small boats were working between Wolfe Rock and Lands End on Sunday, when they saw *Ben Wyvis* bearing down on them at about 13 knots.

They called her on the radio but the vessel ploughed right through them. Alarm set in when *Ben Wyvis* turned round and came back through them.

The incident was reported to the Coastguard but on Monday, the line fishermen claimed the same thing happened again.

Cornish PO Secretary, Daphne Lawry, said: "Fishing is a dangerous enough business without the threat of being run down by fellow fishermen".

MYSTERY BLAZE

A MYSTERY blaze on board the stern trawler *Ocean Swell* at Newhaven recently is being investigated by the police.

The alarm was raised by a cafe owner and firemen were soon on the scene, but the deck and wheelhouse were damaged before the outbreak was brought under control.

Police called in forensic experts to examine the trawler, moored on the River Ouse, which had not been to sea for several weeks. *Ocean Swell* is owned by Mr. Leslie Whittington of Elphick Road, Newhaven.

Silkin — 'help or hindrance?'

THE FISHERIES Minister's "pathological opposition to the EEC" is getting in the way of a satisfactory solution to Britain's fisheries difficulties with the Community, Alick Buchanan-Smith, Conservative MP for North Angus and Mearns, claimed last weekend.

Speaking at Eyemouth, Berwickshire, he said: "Those who negotiate with John Silkin must sometimes wonder to what extent his stand is on the merits of the case of Britain's fishing industry and to what extent it is simply because he openly dislikes the EEC itself.

"Under the Conservatives, this would be different. Britain's case would be presented every bit as resolutely, but our EEC partners would know that it was for its own sake and not as a potential obstacle to EEC progress."

MACKEREL CUT

Big boys squeezed

THE GOVERNMENT has tightened the screw on the south-west mackerel fishery by changing the licensing system from a daily catch restriction per man to a weekly quota per vessel. This will have the effect of severely cutting back catches by big trawlers and purse seiners.

The only vessels exempt from restriction will be handliners under 40 ft.

With the scrapping of the 3¼-ton per day per man quota, the Government has introduced, from November 5, a total quota for the vessels based on length, as follows:

TRAWLERS	
Under 55 ft.	100-tonnes
55 ft. - 90 ft.	145-tonnes
90 ft. - 120 ft.	175-tonnes
120 ft. - 140 ft.	215-tonnes
140 ft. and over	275-tonnes
PURSE SEINERS	
55 ft. - 90 ft.	180-tonnes
90 ft. - 120 ft.	210-tonnes
120 ft. - 140 ft.	225-tonnes
FREEZERS	390-tonnes

In the House of Commons on Tuesday, Minister John Silkin said that the new licence had been drawn up in consultation with the industry.

"In devising the new arrangements we had very much in mind the importance of the mackerel fishery to the UK fishing fleet and of trying to ensure that the exploitation of this fishery is consistent with the requirements of conservation," he added.

The Ministry is also understood to be tightening up on inspection of catches. Local staff are being strengthened and a mobile inspection team is being assembled to drop in on boats at quick notice.

So far boats registered in the Channel Islands and the Isle of Man have co-operated with mackerel licensing arrangements on a voluntary basis; now they will be subject to the conditions under a further Order to be issued.

Under the licence, vessels over 60 ft. must stay outside the three-mile limit off Devon and Cornwall. Vessels over 60 ft. found inside three miles face fines of up to £50,000 and the suspension of licences.

For the Scottish fleet, the new restrictions will bring a severe cut back in fishing. The Scottish Fishermen's Organisation is particularly concerned at the switch from the daily man per quota to a weekly basis per vessel.

Chief-executive Jim Lovie said that this was going against all tradition in the way fishing has been managed in the past. This move can have only been inspired by the deep sea trawler owners and before we know where we are the same system will apply on other species, he added.

Mr. Lovie went on to say that the system was unfair. "The freezers should have been kept to what they can freeze — and not what they can give away."

COMMENT

THE SLASHING of mackerel catches off Cornwall has its roots in the pressure put on by local line fishermen and the gross miscalculation of fishing effort off the west coast of Scotland.

Exemption from all controls, is something of a victory for small local boats and gives them the security of knowing that if fishing is suddenly stopped and licences withdrawn, they will not be affected.

However, this new move only satisfies local fishermen on one of the points they have been making. What they have also been pressing for is a ban on boats over 80ft. out to six miles, and a close season on mackerel netting from early spring to autumn.

The heavy fishing off the west coast of Scotland for mackerel, certainly caught Ministry officials with their pants down. It is now quite clear that they did not anticipate anything like a 105,000 tonne catch and the sudden halt on fishing in the Minch and the new regulations for the south-west reveal this. Perhaps they will now get wise and manage the Cornish and Scottish mackerel as one stock.

Although they have had a steep cut-back, purse seiners have come out rather better than equivalent size trawlers in the new licence. And with less purse-caught fish about — which is always in demand — there could be a rise in prices to soften the blow for the Scots.

As far as the freezers are concerned, the new regulations should not cramp their style too much. It is difficult to think of a freezer processing 390-tonnes a week.

When it comes to 275-tonnes for big fresher trawlers, the situation for converted sidewinders looks farcical, since most of their catches are expected to go for meal.

The problem for the whole fleet is that it is trying to operate in the dark, and the threat of a halt on fishing still hovers. Although a 100,000-tonne guideline total catch has been talked about for the south-west, the Ministry still deny this as an official figure, for fear of jeopardising the British position in Brussels.

If the guideline is correct and the Government is looking, as suspected, for a total overall British catch this year of 300,000 tonnes, fishing off the south-west will almost certainly have to be stopped before the end of the year.

fishing news

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'DADDY' IN TROUBLE

FIREMEN went to sea last week in the trawler *Gratitude* to assist the veteran Looe fishing boat *Our Daddy*, FY7 (above) which sent out a distress call after losing her propeller and shaft. Her pumps could not cope with the water coming in, and she was in danger of sinking.

The Plymouth fisheries research trawler *Squilla* took her in tow until the firemen arrived with their portable pumps. Meanwhile, Stuart Farman, a diver from Looe, had arrived on the scene in a speedboat and plugged the hole in spite of adverse sea conditions.

Later the 65-year-old trawler was towed back to Looe by Plymouth lifeboat.

The 21-ton inshore boat was fitted with a new engine a few years ago, and the well-known local skipper A. J. Pengelly spent 51 years in the boat.

...Shutdown on the west coast

PROMPT action by the Scottish Fishermens' Organisation won a further two nights' fishing for boats when the Department of Agriculture and Fisheries for Scotland made a closure order on the west coast mackerel fishery this week.

The order would have banned mackerel fishing from Wednesday; instead it came in on Thursday night.

A spokesman for the Department said that it was necessary to suspend licences at the West Coast because of the quantities landed.

James Lovie, Scottish Fishermens' Organisation chief-executive, said that he had earlier arrived from talks with fishery officials in London, and expected at least a week's rundown of the fishery.

After urgent consultation with fishery officials, fishing was allowed to continue on Wednesday and Thursday night with a reduced quota — down from 3.5 tonnes to 1.5 tonnes per man.

"It was unrealistic to expect fishermen to up boat and away in the middle of a fishing week. A natural death over a couple of days or so would have been understandable, and the swallows would have migrated south."

The west coast mackerel catch this year stood at 105,000 tonnes up to the time of the Wednesday order, and was estimated to be worth £8m. to £9m.

Brake off haddock

NORTH Sea haddock catches are being raised from 20 cwt. to 24 cwt. per crew member, per week of voyage, on October 30.

Catches have been dropping below 6,000 tons a month and the Department of Fisheries feels it is now safe to increase the level of fishing.

Jim Lovie, chief executive of the Scottish Fishermen's Organisation commented: "If we had been given total support in the past, we could have been taking 25 cwts. all along."

BRITAIN IN DOCK

From page one

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MP'S SEA TRIP LEADS TO A SAFETY CALL

AUSTIN MITCHELL, Labour MP for Grimsby, has added his weight to the growing demand for a public inquiry into the working conditions of fishermen and the control of safety at sea.

Mr. Mitchell was speaking after completing a five-day trip to the North Sea grounds on the Grimsby anchor-seiner *Alatna*, and emphasised his experiences only confirmed the dangerous nature of the work which are borne out by annual statistics of deaths and injuries to fishermen at sea.

He said the industry needed a stricter and tighter control of safety and that conditions at sea were worse than those of the miners. "I was concerned to look at the kind of conditions people were working in and what can be done about safety in those conditions," Mr. Mitchell said.

He felt there was scope for more thought about the design of deck layouts so that more handrails could be provided to support fishermen and minimise the risk of being washed overboard, especially in storms, while moving about the decks.

Control

Open-decked vessels provided fishermen with very little control over their sea movements during bad weather and when exposed machinery was operating as well, the combination could be a recipe for disaster.

Mr. Mitchell re-affirmed that he had been pushing for an inquiry into safety at sea before making his trip, but had in fact experienced storm conditions during his short voyage.

ABERDEEN TRAWLER UPSETS LINE-MEN

TRAWLER owners Richard Irvin have been warned about the behaviour of their stern trawler *Ben Wyvis* on the Cornish mackerel grounds.

A telegram has been sent by the Ministry asking the company to check reports from local line fishermen that *Ben Wyvis* acted dangerously by towing through groups of small boats.

Handliners told the Cornish PO that 50 of their small boats were working between Wolfe Rock and Lands End on Sunday, when they saw *Ben Wyvis* bearing down on them at about 13 knots.

They called her on the radio but the vessel ploughed right through them. Alarm set in when *Ben Wyvis* turned round and came back through them.

The incident was reported to the Coastguard but on Monday, the line fishermen claimed the same thing happened again.

Cornish PO Secretary, Daphne Lawry, said: "Fishing is a dangerous enough business without the threat of being run down by fellow fishermen".

MYSTERY BLAZE

A MYSTERY blaze on board the stern trawler *Ocean Swell* at Newhaven recently is being investigated by the police.

The alarm was raised by a cafe owner and firemen were soon on the scene, but the deck and wheelhouse were damaged before the outbreak was brought under control.

Police called in forensic experts to examine the trawler, moored on the River Ouse, which had not been to sea for several weeks. *Ocean Swell* is owned by Mr. Leslie Whittington of Elphick Road, Newhaven.

Silkin—'help or hindrance?'

THE FISHERIES Minister's "pathological opposition to the EEC" is getting in the way of a satisfactory solution to Britain's fisheries difficulties with the Community, Alick Buchanan-Smith, Conservative MP for North Angus and Mearns, claimed last weekend.

Speaking at Eyemouth, Berwickshire, he said: "Those who negotiate with John Silkin must sometimes wonder to what extent his stand is on the merits of the case of Britain's fishing industry and to what extent it is simply because he openly dislikes the EEC itself.

"Under the Conservatives, this would be different. Britain's case would be presented every bit as resolutely, but our EEC partners would know that it was for its own sake and not as a potential obstacle to EEC progress."

MACKEREL CUT

Big boys squeezed

THE GOVERNMENT has tightened the screw on the south-west mackerel fishery by changing the licensing system from a daily catch restriction per man to a weekly quota per vessel. This will have the effect of severely cutting back catches by big trawlers and purse seiners.

The only vessels exempt from restriction will be handliners under 40 ft.

With the scrapping of the 3½-ton per day per man quota, the Government has introduced, from November 5, a total quota for the vessels based on length, as follows:

TRAWLERS	
Under 55 ft.	100-tonnes
55 ft. - 90 ft.	145-tonnes
90 ft. - 120 ft.	175-tonnes
120 ft. - 140 ft.	215-tonnes
140 ft. and over	275-tonnes
PURSE SEINERS	
55 ft. - 90 ft.	180-tonnes
90 ft. - 120 ft.	210-tonnes
120 ft. - 140 ft.	225-tonnes
FREEZERS	390-tonnes

In the House of Commons on Tuesday, Minister John Silkin said that the new licence had been drawn up in consultation with the industry.

"In devising the new arrangements we had very much in mind the importance of the mackerel fishery to the UK fishing fleet and of trying to ensure that the exploitation of this fishery is consistent with the requirements of conservation," he added.

The Ministry is also understood to be tightening up on inspection of catches. Local staff are being strengthened and a mobile inspection team is being assembled to drop in on boats at quick notice.

So far boats registered in the Channel Islands and the Isle of Man have co-operated with mackerel licensing arrangements on a voluntary basis; now they will be subject to the conditions under a further Order to be issued.

Under the licence, vessels over 60 ft. must stay outside the three-mile limit off Devon and Cornwall. Vessels over 60 ft. found inside three miles face fines of up to £50,000 and the suspension of licences.

For the Scottish fleet, the new restrictions will bring a severe cut back in fishing. The Scottish Fishermen's Organisation is particularly concerned at the switch from the daily man per quota to a weekly basis per vessel.

Chief-executive Jim Lovie said that this was going against all tradition in the way fishing has been managed in the past. This move can have only been inspired by the deep sea trawler owners and before we know where we are the same system will apply on other species, he added.

Mr. Lovie went on to say that the system was unfair. "The freezers should have been kept to what they can freeze — and not what they can give away."

COMMENT

THE SLASHING of mackerel catches off Cornwall has its roots in the pressure put on by local line fishermen and the gross miscalculation of fishing effort off the west coast of Scotland.

Exemption from all controls, is something of a victory for small local boats and gives them the security of knowing that if fishing is suddenly stopped and licences withdrawn, they will not be affected.

However, this new move only satisfies local fishermen on one of the points they have been making. What they have also been pressing for is a ban on boats over 80ft. out to six miles, and a close season on mackerel netting from early spring to autumn.

The heavy fishing off the west coast of Scotland for mackerel, certainly caught Ministry officials with their pants down. It is now quite clear that they did not anticipate anything like a 105,000 tonne catch and the sudden halt on fishing in the Minch and the new regulations for the south-west reveal this. Perhaps they will now get wise and manage the Cornish and Scottish mackerel as one stock.

Although they have had a steep cut-back, purse seiners have come out rather better than equivalent size trawlers in the new licence. And with less purse-caught fish about — which is always in demand — there could be a rise in prices to soften the blow for the Scots.

As far as the freezers are concerned, the new regulations should not cramp their style too much. It is difficult to think of a freezer processing 390-tonnes a week.

When it comes to 275-tonnes for big fresher trawlers, the situation for converted side-winders looks farcical, since most of their catches are expected to go for meal.

The problem for the whole fleet is that it is trying to operate in the dark, and the threat of a halt on fishing still hovers. Although a 100,000-tonne guideline total catch has been talked about for the south-west, the Ministry still deny this as an official figure, for fear of jeopardising the British position in Brussels.

If the guideline is correct and the Government is looking, as suspected, for a total overall British catch this year of 300,000 tonnes, fishing off the south-west will almost certainly have to be stopped before the end of the year.

fishing news

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'DADDY' IN TROUBLE

FIREMEN went to sea last week in the trawler *Gratitude* to assist the veteran Looe fishing boat *Our Daddy*, FY7 (above) which sent out a distress call after losing her propeller and shaft. Her pumps could not cope with the water coming in, and she was in danger of sinking.

The Plymouth fisheries research trawler *Squilla* took her in tow until the firemen arrived with their portable pumps. Meanwhile, Stuart Farman, a diver from Looe, had arrived on the scene in a speedboat and plugged the hole in spite of adverse sea conditions.

Later the 65-year-old trawler was towed back to Looe by Plymouth life-boat.

The 21-ton inshore boat was fitted with a new engine a few years ago, and the well-known local skipper A. J Pengelly spent 51 years in the boat.

...Shutdown on the west coast

PROMPT action by the Scottish Fishermens' Organisation won a further two nights' fishing for boats when the Department of Agriculture and Fisheries for Scotland made a closure order on the west coast mackerel fishery this week.

The order would have banned mackerel fishing from Wednesday; instead it came in on Thursday night.

A spokesman for the Department said that it was necessary to suspend licences at the West Coast because of the quantities landed.

James Lovie, Scottish Fishermens' Organisation chief-executive, said that he had earlier arrived from talks with fishery officials in London, and expected at least a week's rundown of the fishery.

After urgent consultation with fishery officials, fishing was allowed to continue on Wednesday and Thursday night with a reduced quota — down from 3.5 tonnes to 1.5 tonnes per man.

"It was unrealistic to expect fishermen to up boat and away in the middle of a fishing week. A natural death over a couple of days or so would have been understandable, and the swallows would have migrated south."

The west coast mackerel catch this year stood at 105,000 tonnes up to the time of the Wednesday order, and was estimated to be worth £8m. to £9m.

Brake off hadd[illegible]k

[illegible]RTH [illegible]dock [illegible]ches [illegible] [illegible]om 20 [illegible]er or[illegible] [illegible]week [illegible]tober [illegible]

Pressure for factory ship fish to come across quay

DEVON and Cornwall's county councils are to be asked to make representations to the Government to force fish for factory ships to be landed at ports on the coasts off which they are caught, rather than exporting direct.

A joint committee of the two authorities which is concerned with EEC matters adopted this proposal at a meeting in Plymouth last week.

During the debate, members agreed it was wrong that mackerel now being caught off the south west should be sent to other countries without being landed first in England.

Dennis Dicker, of Plymouth, moving the recommendation, said that not only were mackerel stocks being depleted but the employment of many people in the area was being taken away.

Fish catches were taken direct to factory ships and landed in other countries. This meant that several different types of employment were no longer available for local people to take advantage of.

It was general opinion that mackerel stocks would last only a few years at the present rate of fishing. Structures needed by the fishermen for shore work were only temporary, with consequent damage to the environment.

Mr. Dicker could not recall any country except Britain allowing factory ships to work off their coasts. He could not, for instance, imagine Iceland permitting them in her waters.

The maritime countries of the EEC should insist that the same be done with mackerel as with oil and gas — that the product around the coasts should be landed to the country to which it belonged, he said.

Mr. D. R. Foster, of Exeter, said tomorrow's heritage was being sacrificed for today's income. Cornish fishermen were helping the Russians because they believed they could sell direct to the factory ships at a better price than they would get if their catches were landed in Cornwall.

SUSSEX Sea Fisheries District's fishery protection vessel, launched just three years ago, may have to be replaced by only four years' time because of a hull defect.

The £20,000 high-speed vessel *Henry M. Boniface* was expected to last a good years, but the defect in the glassfibre hull has reduced her working life by 60 per cent.

The local fisheries committee of the SSFD met at Lewes recently to consider ways of finding £45,000 to provide a replacement.

Fracture

A Newhaven firm, Cox Marine, built the hull which was fitted out by another company. During sea trials an 8in. fracture was discovered in the hull. Cox Marine rectified the fault and there has been no trouble with it since.

No undertaking had been given on the hull's lifetime guarantee, the committee was told.

It was decided to have a professional survey made of *Henry M. Boniface* before any decision was taken on how to finance a replacement. The report will go before the committee's next meeting in January.

Clothing store to shut

LATEST casualty of the rundown in the Grimsby trawler fleet is the famous Dobson's Red House fishermen's outfitters on the North Wall, which is to close on November 10.

The Red House was originally situated on Campbell's Jetty from 1892 until 1935, when it was demolished to make way for the new Humber 3 fish dock. The present Red House has been in non-stop business since 1935 on the North Wall site.

Dobson is continuing as supplier of all fishermen's gear from its Hutton Road branch on Grimsby Fish Docks.

'40FT CATS' ON ORDER

TWO 40ft. LONG glassfibre catamarans are being built in Kent for shellfishermen in the Channel Islands and Scotland.

The 40-footers are a development of the cat *Jake*, the 36-footer completed in August last year for the Scottish island of Islay.

Jake's owner, Skipper Tom Epps, has ordered one of the 40-footers and the second is for John Carre of St. Peter Port, who had the fast planing 36-footer *Coastworker* built.

The cats are on order with Egerton (GRP) Marine of Sherborne, Dorset, and are being built by Lifeline Mouldings of Hoo, Kent. Fitting out work, including fitting the twin Ford Sabre diesels, will be completed by the Medway Yacht Co.

John Carre went to Islay to see Tom Epps work *Jake* and he put in an order for a 40-footer. Tom Epps — a confirmed catamaran man — was having a second 36-footer built and then decided on for the bigger cat.

The 40ft. long craft have a beam of 16ft. and built with C-Flex, American-made GRP in which are laid over wooden frames to form the hull.

Egerton used the mouldless technique to build *Jake* but, eventually, they plans to make a more speed production. Meanwhile, it can offer custom-built catamarans up to 75ft. long using the system.

More woven cloth will be used in the hull lay-up of new cats to reduce weight for more speed, yet retain strength.

John Carre is making use of the twin hulls, as well as having live tanks moulded. Originally, he had intended to haul pots between the hulls but, after his visit to Islay, he decided the best method would be to fit the hauler on the starboard side. He has chosen the very popular Celtic Sea hydraulic unit made by South-Western Mechanical Fishing.

The complete boats will cost £36,000 and have fully complete with waterproof decks are available.

Boat blazes

THE inshore boat *Glendale* was seriously damaged last week when she caught fire in Conway harbour. The 24-ton vessel is owned by A. M. and K. M. Barr of Conway.

This is the second fishing boat blaze in the harbour this year. *Hopeful* was gutted several months ago and police are still investigating.

Fire-torn Okino back in port

THE GRIMSBY middle-water trawler *Okino*, abandoned off the Shetlands when fire swept through the engine room on October 12, is now back at the Humber port.

As reported in *Fishing News* last week, the 273-ton vessel was towed into Lerwick by the oil rig supply tender *Oil Hustler* which managed to get a line aboard *Okino* as she drifted, still ablaze, off Foula.

A spokesman for the U.K. Trawlers Mutual Insurance Company at Grimsby said the fire badly damaged the bridge and the accommodation aft and *Okino* had been towed back to Grimsby for further survey.

Okino left Lerwick at the weekend under tow by the Hull-based tug *Scoteman*. She is expected in later this week.

Retraining scheme begins

GRIMSBY Fishing Vessel Owners Association has been given permission by the Government Manpower Services Commission to launch a pilot scheme of practical retraining for unemployed trawlermen from Hull and Grimsby.

Six men will start the first course on January 3 in a chartered vessel and will be given practical instruction in anchor-seining, fly-shooting and mid-water pelagic trawling.

If the pilot scheme is successful after a year it will be extended to other ports.

NET STRAIN

THERE ARE two reasons why the pair trawler used by Skipper Roger Younger in *Green Valley* ripped with her massive 500-kit catch *(Fishing News*, October 20).

Cosalt, the company which supplied the Gemini Mk.II pair trawler, said that the net was 18 to 24 months old and was, therefore, suffering from considerable stress; also, the haul was being made during excessively bad weather which meant further strain on the net.

However, the firm pleased that it had proved the net had capacity for a 500-kit catch — even though 500 kits were lost.

Cosalt makes two types of Gemini pair trawls and has set up the *Green Valley* partnership since it performed.

TAITS HIT FALMOUTH

Two ends of the mackerel operation at Falmouth. Above: Eastern bloc factory trawlers sitting out in the Carrick Roads. Below: One of Scotland's ace pursers — *Taits* — puts her catch ashore at the sales and service base set up by Clenham Ltd.

SCOTLAND'S top fishing family — the Taits from Fraserburgh — sailed two of their three pursers into Falmouth for the mackerel fishing last week. This is something of a break-away move; last year the Tait brothers mainly operated from Plymouth.

Chris Andra was first to arrive on Thursday week, and put in a catch of 180-tonnes. She was quickly followed by *Taits* with 150-tonnes. Both vessels landed their catches at the new base managed by Clenham Ltd. at Falmouth Dock.

Clenham are also handling fish sales, and some of the pursers fish was destined for the French market.

Andra Tait was still in Scotland but with mackerel fishing due to stop on the Scottish west coast this week, Skipper Willie Tait is expected to bring the vessel down to Falmouth.

Two more Scottish vessels, *Ben Wyvis* and *Flowing Tide*, are expected in at Falmouth Docks.

Next week should see the bulk of the Scottish purse seine fleet arriving on the Cornish grounds, and this could be a frustrating move. The fish they are being forced to leave behind off Mallaig is reported to be of far higher quality than on the Cornish grounds.

FAROE BOAT IN WITH A RECORD

THE first Faroese landing at Fleetwood for a number of years broke a class record at the port. Landing 900 kits of cod, coley and haddock, the 80ft. stern trawler *Von*, with Skipper Peter Nolsoe in command, made £34,499 following a 14-day trip.

Von is no stranger to Britain, since she was built in Scotland at the Campbeltown Shipyard, which has a habit of producing record-breaking vessels.

The move to bring in a Faroese trawler was the result of arrangements made by Doris Newsham, manager of J. N. Ward at Fleetwood, a firm which acts as agents for foreign vessels.

Link

The desperate fish supply position at Fleetwood has generated a lot of interest in a link with Faroe. Last week a delegation comprised of owners and merchants at the port plus the docks manager and a union official were due to fly out to Faroe, but bad weather caused the flight to be abandoned. It is now hoped the visit to Faroe will take place at a later date.

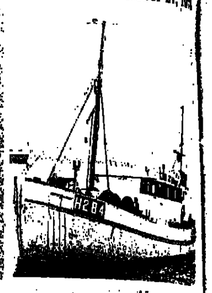
Richard Cook, president of the Fleetwood Fish Merchants' Association said: "We are hoping the visit will lead to more regular and plentiful supplies. The port urgently needs fish from every possible source, because we do not have enough ships of our own."

Keeping the cats happy

FINDUS, which dominates the frozen section of the £95m. cat foods market, has introduced an improved version of Pet Pax into the shops in South East Wales and the West, under the Kayak brand.

The product is now in metric packs — 200g and 400g sizes — and contains minced coley in boil-in-bag form instead of fish fillet blocks.

Inshore boats dominate big Grimsby week



LANDINGS totalling well over 30,000 kits at Grimsby last week gave the port its heaviest landings since early August.

But apart from the massive £66,936 grossing picked up by *Brettingur* — the port's first Icelandic visitor since the end of November 1976, when *Ogri* set a port earnings record of £98,540 — the trawlers once again had to take a back seat to the anchor-seiners and pair teams.

Apart from *Brettingur's* landing (see page nine) there was the rare occurrence of two distant-water trips — the first since September — from the Norway Coast, which both unfortunately cost their owners substantial losses.

First to land, after 24 days, was Consolidated Fisheries' 140-footer *Crystal Palace*, which, in spite of the skills of Skipper "Wiggy" Hardie, managed a turnout of only 753 kits, including 90 of haddocks, 288 of codstuffs, 195 of coley and 150 of reds, to gross a miserly £19,328.

Last Friday the Boston Group's *Boston Halifax* — now joined on the distant-water grounds by *Prince Philip* and last week by *Boston Phantom* — fared only marginally better and from a long 27-day trip, extended by mechanical problems, grossed just £23,810.

Boston Halifax turned out 1,092 kits consisting mostly of 110 of haddocks, 240 of codstuffs, 110 of mock halibut, 280 of coley and 130 of reds and from this tally 125 kits of reds went unsold. Skipper Ray Harries was in command.

Boston Halifax did not even have the consolation of achieving the week's top earnings, for this honour fell to *Margrethe Bojen*, landing 24 hours ahead of pair trawling partner *Frances Bojen*.

Skipper Jens Bojen, on his last trip before taking a well-earned break at the international fisheries exhibition in Boston, USA, followed by a spell in the West Indies on the trip sponsored by *Fishing News*, chalked up £26,010 from 764 kits, almost entirely good-sized cod after 13 days.

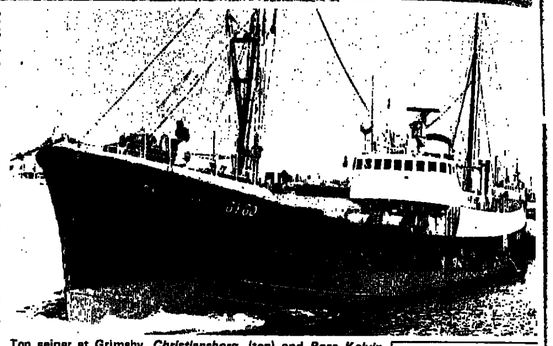
Meanwhile, *Frances Bojen* (Skipper John Richardson) pushed the value of the trip up to just on £46,000 with a grossing of £19,981 from 619 kits. There was insufficient labour available for both vessels to land on the same market.

Skippers Phil Scott and "Pete" Pulfrey, also holiday-bound with Jens Bojen, hit a combined £42,115 from 1,448 kits of cod after 15 days to complete a useful double for the John R. agency.

Best effort from the middle/near-water trawlers came from BUT's *Ross Leopard* (Skipper Jimmy Brown), which made £17,923 from 802 kits after 15 days in the North Sea.

She just pipped *Ross Kelvin* (Skipper Roy Kurz), back in action for the first time since August, on £17,367.

Big hauls of coley by the trawlers and dogs by the seiners suppressed many trawler and seiner grossings. Top seiner *Christiansborg* (Skipper Verner Jensen) on £13,689 missed topping the £100,000 mark by the narrowest of margins.



Top seiner at Grimsby, *Christiansborg*, (top) and *Ross Kelvin* (above) off the mark for the first time since August.

People

MR. T. J. B. Dawes, 56, has been appointed chief information officer to the Ministry of Agriculture, Fisheries and Food and took over responsibilities for press, public relations and information work in the department on Monday.

He joined the Ministry of Food in 1956 after service in the Royal Navy.

His predecessor, Mr. L. E. E. Jeanes, 57, the Ministry's chief information officer since 1973 was made chief of public relations in the Ministry of Defence on September 11.

Terry Dawes, the new chief information officer at the Ministry.

ARTHUR AMOS, former Fish Operations Director with Ross Foods Ltd., responsible for fish production at Aberdeen, Hull, Grimsby, Lowestoft and Plymouth, has been appointed chief executive to the Southern Ocean Fish Processing Company in Albany, West Australia.

BUT has a 77 per cent shareholding in the Australian company and has already sent out three former Hull freezer trawlers.

Mr. Amos, who has been in fish merchanting from Grimsby since 1946, will have overall control of the entire Australian venture. He went out to Australia a fortnight ago to take up his new duties.

EEC PUSH FOR AFRICAN DEAL

A TEAM of fisheries experts from the European Commission left Brussels on October 17 for Dakar to try to speed up preparations for the negotiation of a framework fisheries agreement with Senegal.

The Commission was given a mandate by the EEC Council of Ministers in July 1977 to negotiate agreements with Senegal, Mauritania, Guinea Bissau and Cape Verde but has made little progress since then.

The EEC is offering financial compensation and aid in developing local fishing industries in return for continued access to the rich African fishing grounds. Following restrictions in Icelandic, Norwegian, Faroese and other waters the African grounds could become an attractive substitute.

However, the African countries have been in little hurry to do a deal with the EEC, possibly because they fear an invasion by the Community's fishing fleets.

Until now only France and Italy have fished extensively in African waters. The Italian fleet of about 47 vessels (45,000 GRT) with a total catch capacity of about 90,000 tons, was excluded from West African waters early last year. But the French deep sea tuna fleet of 30 vessels still enjoys certain fishing rights.

Optimistic

Italy has been pressing hard for the speedy negotiation of a Community-based agreement.

The Commission is optimistic that if the Senegal trip is successful negotiations can start next month in Brussels.

EEC fisheries experts will also visit Nouakchott but they point out that preparations are not so advanced and that negotiations are unlikely to begin this year. Guinea Bissau, with which there has been little progress since a visit last March, will probably not be included in the present tour.

An EEC fisheries team will visit Angola in early November to discuss possibilities of fisheries co-operation. This follows the Belgian Foreign Minister's recent visit to Luanda and President Neto's new and more open policy towards the EEC.

Angola is anxious not to let its waters, which have been closed to foreign fishermen for some time, be entirely exploited by the Russians. It is interested in EEC assistance in developing its own fishing industry. Denmark, France, Italy and West Germany have all stated an interest in fishing in Angolan waters.

TRAWLER FORGETS TO CALL

EXTRA WORK involved in the repair of damaged nets caused the skipper of the Boston Group's side trawler *Boston Jaguar* to forget to make a routine daily radio call reporting his position last week — and produced considerable anxiety for the owners ashore. Shipping in the North Sea was asked to keep a special watch in efforts to locate the *Boston Jaguar*.

A Boston spokesman said: "They certainly caused us and their families an anxious time. It was a relief when contact was established.

"It does emphasise the importance of making this daily call and the worry it can cause if anyone forgets."

The daily radio call system was brought in some years ago following the loss of a Lowestoft trawler after several days without contact. Under the system, one of an owner's vessels at sea makes contact with the others and then calls the office to report positions and that all is well.

'Troilus' moves to Fraserburgh

'Troilus'

THE 86ft. trawler *Troilus* which has been fishing out of Aberdeen has joined the Fraserburgh fleet. She has been taken over by Skipper James McLean and will work through the Fraserburgh office of Caley Fisheries Ltd.

Skipper McLean was previously in command of the wooden vessel *Ocean Harvest* and has been taking part in the Minch mackerel fishing.

It is expected that he will take *Troilus* to this fishery and then later will move south for the Cornish season.

***Troilus* has joined the Fraserburgh fleet only a few weeks after her sister-ship *Andrea* was bought by Skipper Ian Duthrie of the same port.**

Both vessels were owned by British United Trawlers Ltd. and have been white fish trawling from Aberdeen for a year or so.

They are steel hulled vessels designed by Tynedraft Design Ltd. of Newcastle on Tyne, and were fitted out by BUT Engineers (Grimsby) Ltd. in 1975 following the closure of their original builders Ryton Marine of Wallsend on Tyne.

FISHERMEN FEAR SPANISH PLANS FOR IRELAND

THE IRISH Agricultural Wholesale Society has presented outline proposals for a fish processing factory at Castletownbere to Bord Iascaigh Mhara.

The IAWS proposals were originally announced amid confusion and suspicion among local fishermen about the Pescanova project, where the Spanish company proposed a plant for Dinish Island in Castletownbere harbour.

That proposal is being criticised by local fishermen, because it has been scaled down, apparently, from its original state of a processing plant to a freezing centre only, with a considerable reduction in the originally - proposed levels of employment.

Bord Iascaigh Mhara has now said that Pescanova will process fish within three years of setting up and that it will be of considerable benefit to the port.

The IAWS proposals were also welcome, according to BIM.

The local fishermen's co-op had claimed that device to gain "back-the Pescanova plant door" entry to the Irish proposal was only a fishing limits.

Plasticiser

PLASTICISERS Ltd. points out that Nautilus and North Star fishing floats are in production, contrary to an article, Floating a trawl headline by John Burgess (*Fishing News*, August 18), which said they were not.

The floats are available in 5in., 6in. and 8in. diameter sizes from Plasticisers Ltd., Drighlington, near Bradford.

Daily catch controls are 'out'—Grimsby

FISHING vessel owners at Grimsby have closed ranks to ward off attempts by the Government or the EEC to impose any further catch restrictions — as for mackerel and haddock — which are based on set figures per crewman per day at sea, which they regard as worthless.

Grimsby Fishing Vessel Owners' Association called a special council meeting last week to discuss the issue of conservation and to which Austin Mitchell, Labour MP for Grimsby, and Robbie Blair, Grimsby's prospective Conservative Parliamentary candidate, were also invited.

After the meeting Mr. Tom Cooper, the association's secretary, disclosed the members' concern over conservation and issued a statement which laid down a scheme of measures. The statement said:

"It is vital for the future of Grimsby, operating a fleet of some 164 seiners, 33 trawlers and 32 inshore vessels, that the Government and scientists understand our position, and it was for this reason that Mr. Mitchell MP, and Mr. Blair were invited to hear the case presented.

"The Grimsby Fishing Vessel Owners' Association views with deepest alarm the proposal that all catches should be controlled on the basis of an allowance per man per day at sea, as is the case with certain fisheries like haddock and mackerel.

"The Government and public should be made aware of this as not only an ineffective approach to this difficult problem, but a positive encouragement to the catching of small and under-sized fish; and as such contrary to the principles of conservation. It could also spell disaster and the end to an expanding fleet in our port.

"Fortunately, measures exist which serve both the interests of conservation and equity, and that is the raising of mesh sizes and enforcement of the 'one net rule.'

"Both are fully supported by scientists and this association not only gives its full backing, but will resist any attempt by Brussels or Whitehall to foist a worthless system of catch control on the industry.

"In addition, the association supports the licensing of vessels as a system of control."

Dock move

TONY Winfield, docks manager at Fleetwood since 1971, is leaving to become docks manager at Garston, Merseyside. His successor is David Dixon, present secretary of the British Transport Docks Board at Fleetwood.

SINGLE FRESHER AT HULL

THE Icelandic trawler *Arinbjorn*, discharging at Hull for the first time, made £45,644 on Thursday of last week for a wet fish turnout of 1,380 kits.

The vessel, for which the Boyd Line were port agents, was the only fresher landing at Hull last week.

Average prices per 10st. kit included: codstuffs (260 kits) £42.67; flatfish (160 kits) £40.25; haddock £39.74; coley (125 kits) £24.88; bergylts (453 kits) £22.11; and blue ling (63 kits) £23.80.

THE notice barricading off the centre of the fish market at Lowestoft because of a dangerous roof on the west side.

INSHORE FISH MARKET FOR LOWESTOFT

TALKS have started at Lowestoft on the possibility of building new market premises to meet the needs of the port's inshore fleet. This follows a move last week when trawler owners and fish merchants were shocked to find that the Docks Board had closed part of the market.

The market was closed because of the dangerous condition of the overhead canopy and the Lowestoft Inshore Fishermen's Association announced on Thursday that they had already started discussions with the Docks Board on the possibility of building an inshore fish market.

It has been suggested that this would be sited at the east end of the north arm of the Waveney Dock.

A statement from the Association said that discussions took place in August, when the canopy on the north side of the dock was considered in a dangerous condition.

"However," said the statement, "the closure of the west side of the market, due to its serious condition, means that the north side is under more use than ever before despite being considered for demolition.

"The inshore fishermen propose that a transit shed type of building be erected to house the offices for the two fish selling agents and that there should be a lavatory and washing block and fuelling installation. This would be used exclusively for inshore and overland fish supplies.

"It is anticipated the structure would be 300ft. long and cover the width of the existing market giving the inshore industry exclusive use of the quayside.

Talks start after shock closure...

"The proposal was met with encouragement from the Docks manager and rough plans have been put forward by the inshore industry. It is anticipated that the British Transport Docks Board will be presenting more detailed plans and costings in the near future.

"The inshore industry hopes that with grants available they will be able to finance the project themselves. They are confident that there is a future in the inshore industry and feel that this is the right time to take this considerable step forward."

Shocked! See page 17.

Winter's not going to stop anchor seiners

SOME Grimsby anchor seiners are proposing to fish on through the winter. At this time of the year most of the fleet begin thinking about stopping for the traditional winter break or converting over for the winter season of industrial fishing for sprats.

Consolidated Fisheries' *Christiansborg, Rosenborg, Guldborg, Falkenborg* and *Visborg* hope to carry on.

In the past other seiners have also fished on through to the new year, but of late virtually the entire fleet has quit from the end of October onwards until the following February. The principal reasons have been lack of daylight — anchor-seiners can only fish during daylight hours — and poor fishing from November onwards, which coupled with deteriorating weather have led to the consensus of opinion that the odds against paying trips at "the back-end" are too great.

However this year has been nothing short of exceptional and the fish are still in abundance on most of the popular seiner grounds so that the chances of Consols' six seiners getting in much-needed North Sea fish do look good, weather permitting.

Certainly the port's fish merchants are sure to appreciate the decision to carry on and no doubt would like to see other seiners following suit. However so many vessels are now in part or full private ownership and have done so well this summer their skippers point out that any winter earnings would almost entirely go straight to the taxman in tax.

Currently about ten vessels have stopped fishing and over half of those at sea are on their final trips.

New WFA rates

THE White Fish Authority and Herring Industry Boards new rate changes will be as follows:

Fishing vessels under 80ft. in length and new engines; up to five years, 12½ per cent; five to ten years, 12¼ per cent; ten to 15 years, 13¼ per cent; over 15 years, 13¾ per cent. Processing plants: up to five years, 13¾ per cent; five to ten years, 13½ per cent; ten to 15 years, 13¼ per cent; over 15 years, 14¼ per cent. The rates on advances made before October 14 are unchanged.

ICELAND GRABS HULL MARKET

TWO foreign ships made over £61,000 apiece at Hull this week for wet fish discharges.

The Icelandic trawler *Drangey* grossed £65,949 for 1,765 kits, and the Faroese trawler *Sudringur* made £61,900 for 1,800 kits. Boyd Line were the port agents for both vessels.

Sudringur's catch included 131 kits of haddock, 208 kits of codstuffs of which 136 kits were cod and 72 coddling. Among *Drangey's* turnout were 889 kits of codstuffs which averaged £35.84.

Hull had no other direct wet fish vessel landings apart from the Grimsby seiner *Samora.*

OBITUARY

SKIPPER William Murray, one of Grimsby's top anchor-seiner skippers, died in hospital last week after an illness. He was only 47.

Bill Murray owned *Genera*, which has been registered in Grimsby for nearly 53 years — a record.

In spite of the vessel's age the 52-footer has been one of the port's most consistent earners, through the Tom Sleight (F8) Ltd agency, and Bill Murray built up a reputation for short yet high-grossing trips which were the envy of many.

Genera was built for Mr. Murray's father, John Murray, in partnership with Mr Fred Sleight and Bill took over full ownership of her in 1960 when his father retired. *Genera* landed her last trip under Bill Murray last May.

He was a quiet, easy-going man. His wife, Barbara, died four years ago and he leaves an eight year-old daughter.

JOHN McCabe, manager of Irfish at Kilkeel, Ulster, died suddenly on October 12 while attending a local fish market. He was 49.

Mr. McCabe had worked for the company since its creation over ten years ago. His death came as a great shock to his colleagues and his many friends in the English side of the industry.

He leaves a widow and two teenage daughters.

Iceland back with a bang at Grimsby

IN A splendid start to the resumption of Icelandic wetfish trawler landings at Grimsby last week, fish merchants paid up a bumper £66,936 — easily the top grossing by any vessel at the Humber port this year — for 1,846 kits of quality fish from the big Icelandic stern trawler *Brettingur*.

There was hardly any sign of the bad feelings generated by the last Cod War with Iceland as the vessel arrived and none at all on the pontoon where the lumpers did a first-rate job of landing the 155-footer.

The only mishap occurred when a *Brettingur* deckhand, Godmunder Leifsson, missed his footing on the slippery quayside after a night out in Grimsby, and fell 15 feet into the dock between the trawler and the pontoon.

However, two lumpers, Bob Siddle and Dave Simmonds, put a rope around the fisherman and supported him until a ladder could be lowered. Mr. Leifsson was badly shocked after his cold dip, but recovered by the following morning and, through his skipper, thanked his rescuers.

Before the entire landing was put up for auction, *Brettingur's* Grimsby agents, Fylkir Ltd, auctioned a very full kit of mixed fish for charity which raised £120 and was bought by Messrs. Pearce & Walker who also received two magnums of champagne from John Olgeirsson, Icelandic Consul on the Humber, on behalf of Fylkir Ltd.

Request

At the request of the skipper's wife, the proceeds were donated to the Royal National Lifeboat Institution, as she is the chairman of the equivalent organisation from her home town in Iceland.

On Tuesday Mr. Olgeirsson donated a further £120 and a cheque for £240 was presented to Mrs. Murdo Macinnes in her capacity as secretary of Grimsby RNLI branch. Mrs. Macinnes is the wife of the managing director of Danbrit (Fish Salesmen) Ltd. which arranged the landing and selling of the *Brettingur's* fish.

£66,936 TRIP OF THE YEAR

Skipper Tryggvi Gunnarsson on the bridge of *Brettingur* shortly after the Icelandic stern trawler had landed last week.

Brettingur's skipper, Tryggvi Gunnarsson, was delighted with the outcome of the trip. He told *Fishing News* he had been to Grimsby many times before and had many friends in the port. He had commanded the five-year-old vessel since she was built for her owners in Japan and said she was similar to 70 or 80 other Icelandic stern-trawlers.

On the subject of UK vessels returning to Icelandic waters he said he could not comment, but pointed out that the Icelandic authorities were still so concerned about conservation that all cod fishing was suspended for one month each year.

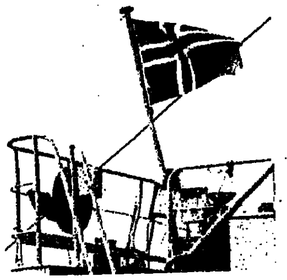
Welcome

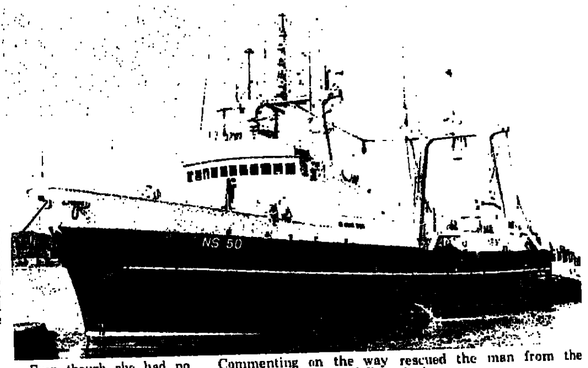
He said *Brettingur* made her catch off the south-east coast on the 'Kidney Bank' grounds in 10 days and that until recently the fishing off Iceland had been very slack.

"I am very glad to be here and hope we are welcome. I can tell you that in Iceland the Cod War is definitely over and I hope our arrival in Grimsby will bring our two countries back together again as old friends, with no bad feelings on either side," Skipper Gunnarsson said.

The vessel's turnout included 1,193 kits of codstuffs (mainly large and medium), 383 kits of haddocks, 153 of coley and one halibut of about 200 lbs which sold for £189.

Right: the Icelandic flag flying high at Grimsby again after *Brettingur* (below) landed a top trip at the port.





Even though she had no plaice, *Brettingur* averaged £36.29 per kit on the Grimsby market, while *Stalvik*, the trawler diverted to Hull earlier in the week because of heavy local landings in Grimsby, had averaged £34.97 per kit from a turnout which included a good show of Icelandic plaice.

Commenting on the way things had gone for the Fylkir agency, Mr Olgeirsson said: "Everyone was very pleased, it's been a boost for the trade and the merchants are very happy. I was very pleased with the speedy way in which the lumpers discharged the fish and especially grateful for the speed at which they rescued the man from the dock.

"I should also like to pay tribute to the professional manner of Danbrit (Fish Salesmen) Ltd., which managed the landing and selling of the fish."

There were no further landings at Grimsby this week.

Sue the cook gets new berth

THE WOMAN who was sacked as a crew member of a Stornoway fishing boat because of pressure from the wives of her fellow crew members, has been given a berth on another Stornoway boat.

Sue Hesp, 30, a divorcee and former policewoman from Mansfield, Notts., was sacked three weeks ago from the *Highland Chieftain*, skippered by Willie Campbell, on which she earned up to £90 a week as a cook-deckhand.

This week Sue was given a berth on the Stornoway fishing boat *Sonas* (Gaelic for 'peace'), skippered by Murdo Macleod. His two sons are also crew members.

Mr Macleod said yesterday: "I've no comment to make about my new crew member. I don't see that it is anyone's business."

After she was put ashore after ten weeks on the *Highland Chieftain*, because of pressure from the skipper's wife and the wives of the other crew members, she said there had been no romantic notions on board.

As far as sleeping arrangements in the confined quarters were concerned, they wore the same clothes all the time during fishing trips and never took them off, even to go to bed, she said.

EEC JOINS ATLANTIC FISHERIES PACT

THE EEC will be one of 15 signatories to the new multilateral convention setting up the North-west Atlantic Fisheries Organisation (NAFO) in Ottawa on October 23. This was decided by EEC Foreign Affairs Ministers meeting in Luxembourg on October 17.

The new convention replaces the International Convention for North-west Atlantic Fisheries (ICNAF) which had become outdated following the move to 200-mile fishing limits. Provided there are enough signatories NAFO will come into force on January 1, 1979.

Problem

The EEC's decision to join NAFO follows the settlement of a problem with Canada concerning the allocation of catches in waters beyond the 200-mile limit off the Grand Banks and the Flemish Cap. Canada has assured the EEC that the special quota rights the Community enjoys in this area do not set a precedent for the allocation of quotas in other areas.

One significant point is that the USSR, which does not officially recognise the EEC and with whom it has no fishing relations, has accepted Community membership of NAFO. The 15 members of NAFO are: Bulgaria, Canada, Cuba, Denmark (Faroe Islands), EEC, German Democratic Republic, Iceland, Japan, Norway, Poland, Portugal, Romania, Spain, USSR and the USA.

The EEC will contribute Can. $74,254 annually towards the running costs of NAFO. This is the second-largest single contribution behind that of Canada's Can. $82,852. The USSR is the third largest contributor paying Can. $ 72,133.

French crabber re-registered

THE SMALL French crabber *Posiedon* has now started working from Lowestoft, and has been registered as LT 344. She was previously registered at Cherebourg.

Lobsters, crab and crawfish

"WE HAVE just about completed the 36 ft. GRP hull which you advised us to buy two years ago and fitted it out for potting.

"We would now like to know what sort of pots you would recommend us to use bearing in mind that, on the grounds we intend to work, crabs are more abundant than lobsters and that crawfish are not infrequently caught on them.

"We should also like to know which would be the best way to work the pots."

■ Since crawfish will only enter pots with wide entrances I think that inkwell type pots with large diameter top entrances would prove most profitable.

You can get them with plastic-coated steel frames or with frames made entirely of plastic tubing from several manufacturers on the south coast and so transport costs would not be excessive.

I do not know how long plastic-coated steel frames last but I do know that some of the all-welded polythene tube frames made by G. C. Nantes when he started to produce them at Portesham near Weymouth ten or eleven years ago are still in use.

It has therefore been proved that they will withstand a great deal of wear and tear and, unless you have a preference for metal-framed pots, I think you would find them as satisfactory as any.

Frames of these pots are now made by G. C. Nantes at 68 Mallams, Portland, Dorset and N. J. and E. F. Ashworth at Stoverlake, Ashford, Aveton Gifford, Kingsbridge, Devon. They have 30 in. diameter bases, are 17½ in. high and are designed to be fitted with 9½ in. diameter entrances.

Entrances supplied with the frames are made of black polypropylene moulded to a design originated by the Ashworths.

They are smooth with an external diameter of 11 in. at the top and internal diameter of 9½ in. at the top decreasing to 8 in. at the bottom. They are 8 in. deep, have bait band retaining ribs scored into them towards the bottom and are so strong that it is customary to use them for handling pots on deck.

Over 88,000 of them have been sold since they were first introduced six years ago.

Bases consist of 30 in. diameter grids moulded in heavy duty polypropylene. These bases have become popular because the section of the moulding cuts clearly through the water and assists pots to ground squarely; also because shellfish have difficulty in clinging to them when pots are being emptied.

Makers of the frames recommend that they be covered with polythene instead of polypropylene netting as the former is more resistant to wear. They say that shellfishermen working off the consts of Dorset, Devon and Cornwall have found that it pays to cover them with two layers of braided netting.

The pots should be weighted so that each weighs 15 lb. underwater and binding frames to outsides of bases with strips cut from rubber tyres is recommended as it not only increases weight but gives protection against abrasion.

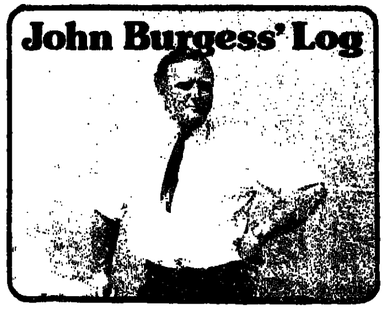
Normal practice on the south coast is to work Nantes pots in strings of up to 60.

The ends of a bridle are attached to each pot, one on either side about 6 in. above the base, and the doubled end of the bridle to a Nantes spinner — a simple, ingenious device made of nylon which facilitates disentanglement of legs and backropes. To the other end of the spinner is knotted a 12 ft. "leg" of three-strand rope. Legs are spliced to a ¼ in. circumference (14 mm diameter) leaded polypropylene backrope at 15 fm. intervals.

To either end of the backrope are attached either a heavily weighted pot or a 28 - 56 lb. weight — 150 - 250 ft. of 1¼ in. braided terylene line — an 8 in. or 9 in. diameter deep sea float — 60 - 100 ft. of smaller circumferences braided terylene. — and a dan or marker buoy. Strong, small circumference line is used between deep sea float and dan buoy to present minimal resistance to tide.

The deep sea float is attached to a line of sufficient length to ensure that it will float at low water and so enable gear to be recovered should the dan buoy be cut adrift.

John Burgess' Log



Engine protector

"RETURNING to harbour at full speed — both of us gutting on the foredeck and using a secondary wheel on the foreside of the wheelhouse to steer — I happened to go down to the engine room to get a sharpening stone. I noticed that the engine — an 88 hp diesel — seemed to be getting hotter than usual.

"Looking at the thermometer and oil pressure indicator it was immediately obvious that there was an oil leak somewhere.

"I stopped the engine and we later found a small fracture in one of the pipes.

"I don't want to run the risk of the same thing happening again nor do I want to go to the trouble and expense of installing monitoring equipment. Is there any alternative?"

■ One way to prevent a similar mishap would be to fit a device known as an Interlube Lostop somewhere between your fuel tank and injection pump.

It consists of a cut off valve and temperature control unit and is designed to give complete protection against damage caused by overheating or oil pressure loss.

An Interlube Lostop Valve — helps stopping oil leaks.

Normally, when the engine is running, the valve is held open by oil pressure. Should the latter fail, it will close progressively until pressure falls to a dangerously low level and then close completely in order to cut off the supply of fuel to the injection pump.

Should engine temperature rise to a potentially dangerous level, the temperature control unit will cause the valve to operate and stop the engine within 5 seconds.

An Interlube Lostop is factory set to suit your particular engine and is supplied complete with all fittings and necessary piping. Well illustrated instructions for installation are also supplied with it and the manufacturers say that a competent mechanic can carry out the work within an hour.

Further particulars of the device, which is suitable for use with 50-500 hp diesels are obtainable from Interlube Systems Ltd., Estover Road, Plymouth, Devon — a company which also makes remote control stern tube lubricators.

Distress signals

"I ALWAYS carry a 12-bore shotgun on board and three weeks ago, on learning what the cost of replacing some distress rockets would be, thought that it might be practical and much less expensive to get some tracer cartridges instead.

"I thought that I could then, in an emergency, be able to make distress signals (a) a gun or other explosive signal fired at intervals of about a minute and (b) rockets or shells, throwing stars fired one at a time at short intervals — simultaneously. However, local gunsmith told me that tracer cartridges are no longer being made.

"Do you know if it is possible to get small Very pistol cartridges, throwing red stars suitable for firing from a 12-bore gun?"

■ You can get 12-bore cartridges which throw red stars but they are primarily designed for firing from a special flare pistol. They can be fired from an ordinary shotgun but the manufacturers do not recommend the practice — perhaps because they may damage the cylinders.

They are made by Pains Wessex Ltd., High Post, Salisbury, Wiltshire, and are supplied in minimum quantities of 24 boxes containing 12 cartridges each.

To acquire such a quantity would probably cost you considerably more than suggestion of the number of rockets which you are officially required carry. And though firing such cartridges would make efficient visual signals, it would not make signals as audible as the firing of ordinary 12-bore cartridges filled with shot.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.

50 years ago

. . . Recalling some of the stories which appeared in our columns this week 50 years ago.

OCTOBER 27, 1928

FIRST North Sea trawler built for Grimsby since war delivered to her owners, Queen Steam Fishing Co. She is the 120ft. *Carisbrooke* built by Cochrane & Sons Ltd. of Hull.

NAUTICAL Exhibition and Fair held at Bolton Town Hall on behalf of Mission to Seamen is a big hit. Scarborough Steam Trawling Co. held net braiding exhibition and shows on fish catching, handling and conveying were given.

NEGOTIATIONS between Aberdeen Trawl Owners' Association and Fish Traders' Association result in agreement to float company to acquire fleet of Icelandic trawlers for Aberdeen.

TWENTY - ONE-year-old crewman of Irish trawler *William Cartle* swept to his death in violent gale along coast of Scotland.

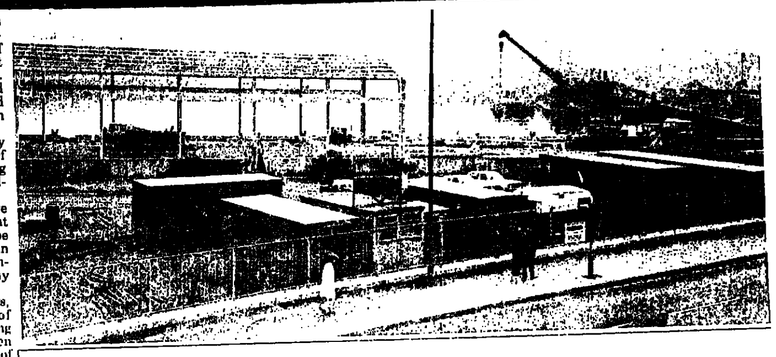
CATCH of halibut from Greenland landed at Grimsby by *St. Minver* (Grampian) made £2,800.

353,581 CWT. of fish 1,122,677 cwt. of British caught by British trawlers landed at Grimsby.

THE 137ft. Belgian steam trawler, *Nason*, transferred to Fleetwood fishing fleet. She will fish for herring off west Scottish coast.

MORE MARKET SPACE SOON AT ABERDEEN

Below: part of Aberdeen's new fish market under construction on Palmerston Quay. A similar building is to be erected along part of Albert Quay, on the extreme right in the picture. The local harbour board also has plans to develop a quay specially for seine net vessels.



PART OF Aberdeen's long-awaited new fish market is expected to be operational by the end of this year, with a further section due to be ready for next spring.

A new 354 ft. single storey building is now under construction on the rebuilt Palmerston Quay, at the western end of Albert Basin. It is a prefabricated structure with an area of 2,250 square yards.

Work is well under way on the reconstruction of the west end of Albert Quay and a 269 ft. shed of similar design to that on Palmerston Quay will be erected here.

The entire rebuilding work is being carried out at a cost of about £1 m. with grant aid from the Department of Agriculture and Fisheries for Scotland.

Main contractor for Palmerston Quay, Albert Quay and the Albert Quay building is the civil engineering firm, Lilley Construction. George Wimpey is the main contractor for the Palmerston building.

Aberdeen has been working with severely restricted market facilities since April when about 1,000 ft. of Commercial Quay West was withdrawn from service for safety reasons.

A new fish market had been in the pipeline for some years and, in fact, Aberdeen Harbour Board had received approval in principle from DAFS for such a project as far back as 1973. However, it was still waiting for formal government sanction when the section had to be shut.

It had originally been proposed to build quite lavish new market buildings at Palmerston Quay, which would also incorporate offices and underground car parking. But, as the closure of Commercial Quay West left the industry with only 700 ft. of market space, the board urgently put the revised and less sophisticated project in hand.

It also built a temporary shed on part of Pacific Wharf adjacent to the existing market to provide some additional space.

Motorised trolleys were also made available so that some boxed fish could be taken from the boats to an area along the rear of the condemned Commercial Quay market for auction.

Speaking to *Fishing News*, Jim Gordon, manager of Aberdeen Inshore Fishselling Co., said: "There have been problems because of lack of space.

"But we have coped well during the emergency owing to the close co-operation of everyone in the industry".

Charles Small, a director of the John Wood Group, said: "There have been hold-ups, particularly on days of heavy landings".

He also said that the Trawler Owners' Management Committee, which was set up to deal with the emergency, has worked quite well.

Owners and skippers have regulated landings as much as possible to ensure a fairly even throughput of catches.

When the Palmerston and Albert Quay markets are in use, the Harbour Board plans to develop the old Herring Market at Mearns Quay, on the River Dee, as a fish quay for seine net vessels.

The board is seeking grant aid for this, for the complete reconstruction of Commercial Quay West and its fish market building.

...CALEY ON FULL SERVICE

THE 65 ft. wooden trawler *Constellation* has become the first boat to use the full handling and settling-up facilities offered by the Aberdeen division of Caley Fisheries (Peterhead) Ltd.

Caley opened an office in Aberdeen at the beginning of the year, but since then has been acting only as a fishselling agency.

It is planned to offer a complete agency service to many more vessels at Aberdeen and will be in a position to attract boats to the port when the new fish market comes into use.

Since January the office has been very busy selling fish consigned to Aberdeen from other ports in Scotland and England.

It has also handled the catches of Caley-operated vessels which have landed in Aberdeen, although these boats have settled-up through Caley offices in other ports.

Caley also acts as Aberdeen selling agent for all vessels owned by British United Trawlers and for three great-line boats: *Radiation, Strachans* and *Brighter Hope*.

Constellation became the first boat to work entirely through the Aberdeen office when she was bought recently from Fraserburgh by Skipper Charles Kennedy and his partner, George McKenzie.

The 65ft. *Constellation*.

Skipper Kennedy is delighted with the start that he has made with the vessel. Built by J. and G. Forbes and Co. of Sandhaven in 1964 for Skipper Joseph Buchan of Fraserburgh, *Constellation* was one of the very first wooden-hulled and transom-sterned vessels to be built for Scottish owners.

She heralded the wide acceptance of the transom stern in the Scottish fleet.

Of stern trawler layout, she is powered by a Kelvin 240 hp engine and is equipped with a Sutherland six-speed winch.

CARVIDA

-another Forbes seiner-trawler

FRASERBURGH'S newest seiner-trawler, the 57 ft. *Carvida* which ran successful trials from the port this month, is a lavishly-equipped boat.

She has been built by J. and G. Forbes and Co. of Sandhaven for Skipper Andrew James Buchan, his father Andrew Buchan Snr. and fish salesmen, John Brown and Son Ltd.

Skipper Buchan was formerly in command of the 100 ft. steel-hulled vessel *Golden Promise* which has now been sold to Peterhead owners.

Named after her skipper's three daughters, *Carvida* will start off seine net fishing from Peterhead, but is also equipped for single and two-boat trawling. She is a typical example of the large and hefty transom-sterned and wooden-hulled boats which the Forbes yard has built in recent years.

The vessel joins the growing number of Scottish craft to be fitted with a controllable pitch propeller and gearbox from Ulstein of Norway.

Control

Supplied through Ulstein (UK) Ltd. of Dunfermline, the equipment incorporates a model 220 (A) GSC gearbox which has a reduction ratio of 3:1 and is coupled to a three-bladed propeller with a hub of manganese bronze and blades of nickel aluminium bronze. Both the shaft and sterntube were also supplied by Ulstein.

Skipper Buchan said that he chose a CP propeller to have better control over the speed of the boat.

Carvida is the first new-building in Scotland to be fitted with Marconi's Koden Chromoscope K echo sounder, in this instance a model CVS-885. The Chromoscope K presents information in colour on a TV-type screen.

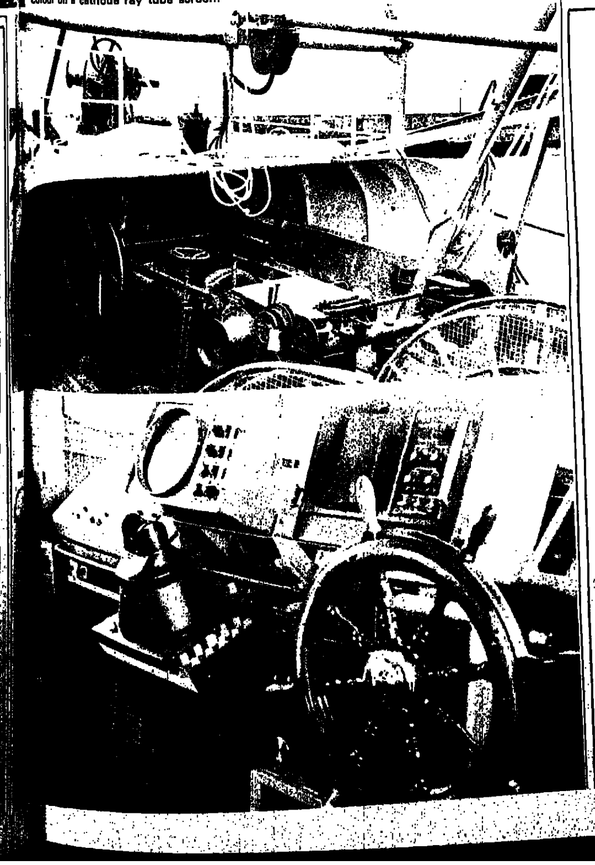
Echoes are represented in eight different colours and, according to density, provides accurate and comprehensive information about fish shoals, the sea bed and plankton zones.

The CVS-885 displays echoes on an 11 in. cathode ray tube screen and has a normal sounding range in five depths from 0-80 m. down to 0-1,280 m.

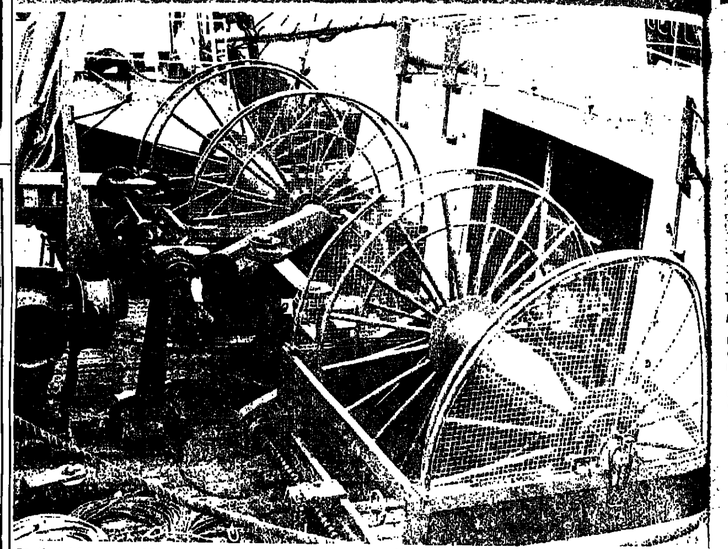
Soundings can also be

Continued on page 14

Top: *Carvida* sets out from Fraserburgh for her sea trials. Her seine and trawl winch (below) is a model 29FK from Norskov Laursen. A Rapp windlass is fitted on the whaleback, and a Lossie cargo winch is fitted at the base of the landing derrick. Bottom: some of the electronic instruments in the wheelhouse. Above the steering wheel can be seen the Marconi Chromoscope K echo sounder which presents information in colour on a cathode ray tube screen.



CARVIDA



Above: the large capacity seine rope reels aboard *Carvida* are from the Lossie Hydraulic Co.

Continued from page 13

made in ranges of 20, 40, 80 or 160 m. in the range spread mode of operation.

Carvida, with an overall length of 87.7 ft. and registered length of 79.3 ft., has a beam of 23.2 ft., depth of 10.9 ft. and net tonnage under Scottish Part IV Registry of 90.24

Contractors

As is customary with boats from the Forbes yard, a number of Fraserburgh subcontractors were involved in her building.

Engineering work was carried out by the Seaforth Marine Engineering Co., while the electrics were handled by Alexander Stephen. Both the plumbing and hydraulic installations were made by Stephen and McNab and steel and aluminium fabrication work was by Mitchells (Fraserburgh) Ltd.

Carvida is powered by a Mirrlees Blackstone ESL8M engine of 825 hp at 900 rpm which has compressed air starting and is fitted with a Brown Boveri turbocharger.

Equipment belt-driven from the extension shaft at the fore end of the engine includes a Gilbert Gilkes and Gordon 3 in. Gilmec bilge and general service pump, a McLure 20 kW 220 V generator and the standby hydraulic power pack for the deck machinery.

A Worthington Simpson air compressor, and a Transmotor 24V battery-charging generator, are driven from the after end of the engine. Pelican Engineering (Sales) Ltd. of Leeds supplied the auxiliary generating set based on a Gardner 6LXB engine of 127 hp at 1,500 rpm.

A McLure 10 kW 220 V generator, a GGG 3 in. bilge and general service pump, also the Worthington Simpson air compressor, are driven from the fore end of the auxiliary engine.

A Twin Disc clutch at the after end of the engine transmits power to the main hydraulic pumps for the deck machinery. These comprise a Dowty variable delivery pump for the seine and trawl winch, plus a Vickers double pump unit for power block, rope reels, cargo winch and anchor windlass.

Generator

A 220 V electric motor in the engineroom drives a Transmotor 24 V generator for charging the batteries. In addition, a drop-charger for converting 220 V current to 24 V has been supplied by John Drummond (Eng) Ltd. of Glasgow.

Ventilation fans in the engineroom were supplied by Carco Accessories Ltd. of Kilsyth, while switchgear is by Merlin Gerin.

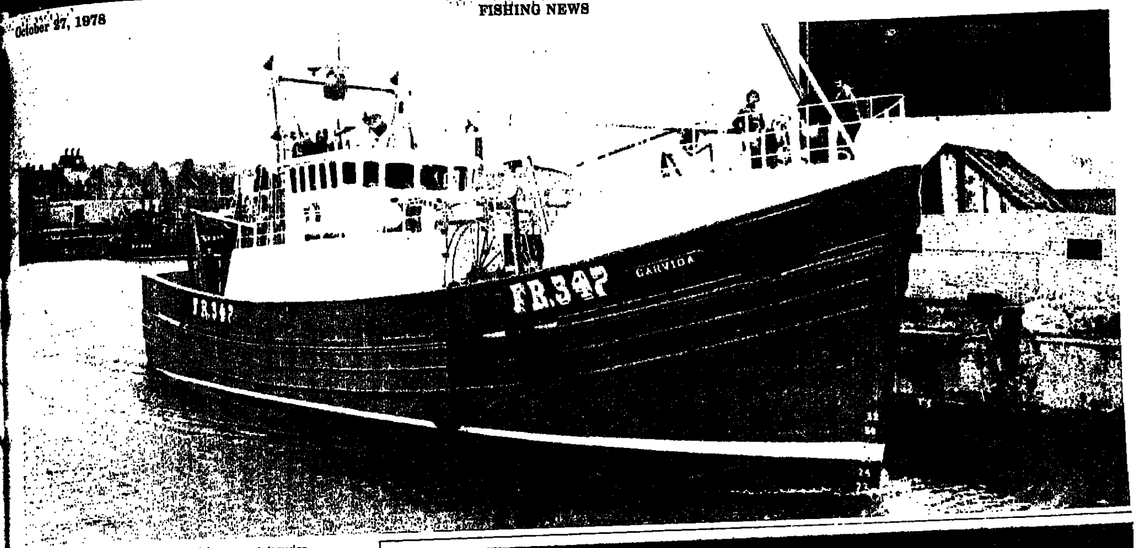
Some 4,700 gallons of oil are carried in tanks in engineroom and at the stern.

On deck, a Nor-Laursen 29FK seine/trawl winch is installed in shelter of the whaleback; trawl drums lie forward of the fore side of the barrels.

The Lossie Hydraulics of Falkirk supplied the drum system of rope reels, the power block crane assembly; also cargo winch.

The power block can be stepped on top of the deckhouse to leave the deck at the stern completely free. Trawl gallows are fitted on the starboard bow and on both quarters, and the main winch is located on the leading derrick.

Bridon Fibres and Plastics of Aberdeen has supplied 8 mm. diameter Sea Star and 24 mm. Fibrefilm seine rope to *Carvida*, also 26 mm. diameter Red Star seine net rope.



The 87 ft. *Carvida* — Fraserburgh's newest trawler.

From page 14

A Rapp anchor windlass is carried on *Carvida's* whaleback, and a standby Beccles rope coiler is fitted between the winch and rope reels.

Driven

All the hydraulic gear-handling machinery is driven from the powerpack on the auxiliary engine, and all but the seine and trawl winch can also be powered by the hydraulic pumps at the fore end of the main engine.

Carvida has been supplied with seine rope stern rollers from the Schoolhill Hydraulic Engineering Co. of Aberdeen. This firm has made a return to the fishing industry after an interval of ten years and supplied a similar set of rollers to the Peterhead-based seiner *Mary Crean* a few months ago.

Except for the deck shelter, which is of aluminium, all the superstructure is made of steel. Chalmit floodlights are housed on the superstructure and a Francis searchlight is fitted on the wheelhouse top. The compressed air horn is by Secomak.

Instruments

A wide range of electronic instruments is carried in *Carvida's* wheelhouse. In addition to the Chromoscope echo sounder, Marconi has supplied other units including Wesmar SS230 sonar; Koden Fishgraph K SRM-872-AV echo sounder; Koden NM-850A net monitor; "Sailor" T126 R105 ssb radio telephone; two "Sailor" RT144B vhf radio telephones; Warden 111 Watchkeeping Receiver; Minicall 11 Intercom system; and Koden MD-505 11 radar.

Equipment from Decca comprises 450 automatic pilot; 914 radar with VP2 picture enhancement unit; 360T track plotter; two Mk. 21 Navigators and dual receiver-plotter switch. Tenfjord 115 ESG steering gear is coupled to the autopilot.

One of the wheelhouse windows is fitted with a Speich blade-type wiper.

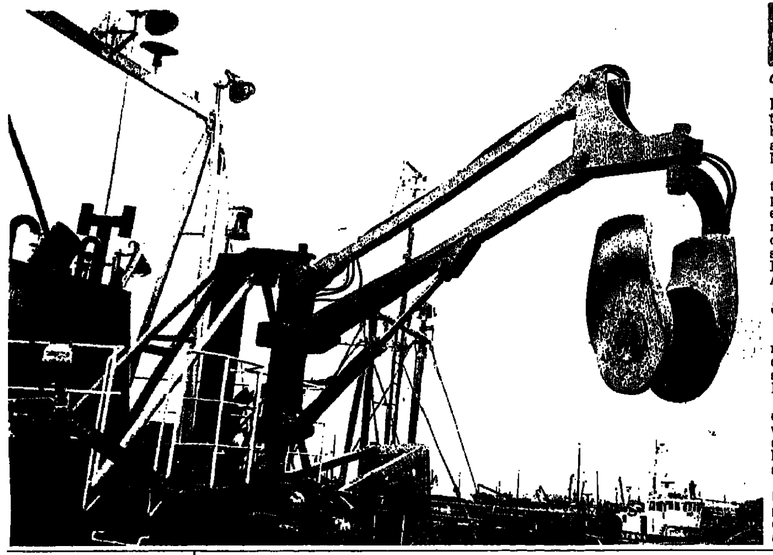
Galley

A small cabin for the skipper leads off the after side of the wheelhouse and there is a Parkinson Cowan gas cooker fitted in the galley, with a separate messroom arranged below the wheelhouse.

Other accommodation in the deckhouse includes shower, toilet and wash basin. Hot water is supplied by an immersion heater.

Bunks for eight are arranged in the crew's cabin, below deck aft. Central heating is supplied by Dimplex oil-filled electric radiators and there is a storage heater in the cabin. Some 900 gallons of fresh water are carried in the stern.

Safety equipment includes a Gondolastic Gas Sentry Mk. 3, and the engineroom is protected with a Marinex



Left: the crane for the Lossie power block is fitted on the deckhouse top leaving the after deck clear of obstruction.

Continued from page 15

Halon 1301 'BTM 82' gas extinguishing system supplied by Anglesey Fire Protection and installed by Stephen and McNab of Fraserburgh.

A Marinex 242 fire detection and alarm system protects the cabin and engineroom to give early warning and indication of a fire or overheating. The alarm system from Anglesey Fire Protection was installed by Alex. Stephen.

Systems

The electronic bilge warning system and the gas detection system were also supplied by Anglesey Fire Protection.

The fishroom is insulated on the bulkheads and fitted with steel posts and wooden division boards. It is served by two steel hatches with aluminium covers.

Bigger still in wood...

THE LARGEST wooden trawler ever built in Ireland was launched last week.

The 86 ft. *Emer Marie*, a transom sterned trawler of iroko and native oak, was built at Baltimore, Co. Cork, by the BIM (the Irish Sea Fisheries Board).

The vessel was commissioned for Skipper Charlie Gallagher of Dunkineely, Co. Donegal, and the ceremony was performed by Denis McGrane, manager of the Boatbuilding Division of BIM.

Accommodation is for an eight-man crew and it is centrally heated throughout.

Skipper Gallagher hails from one of the oldest fishing families in the Irish north-west. In 1969 he took command of his first BIM-built trawler, *Mother's Wish*.

Conscious of the advantages of greater horse power and carrying capacity, he bought *Mallrin*, a 75 ft. Norwegian-built vessel in 1972 and operated her up to 1977.

Top skipper

Married with five children, he has been among the top skippers in Killybegs in recent years and the vessel has been named after two of his daughters.

Skipper Gallagher, together with his four brothers, comprise one of the few family fleets in the Donegal area.

This is the third trawler completed by Baltimore Boatyard, this year, the previous two being 80 footers.

The previous largest home-built trawler was an 82-footer from the privately run Mevagh Boatyard.

FOUR YEAR PAINT JOB

INTERNATIONAL Paints has developed a new paint primarily designed to restore the finish to GRP hulls.

One of the problems with earlier paints of this type was the rapid loss of the gloss finish, but International have overcome this by the addition of a special solvent system.

The new paint is a two part polyurethane paint, called "Perfection 709", it will last for up to 4-years without any loss of gloss and for up to 10-years without loss of its protective qualities. It meets the need of a painting system which will compensate for the wear on the gel coat of GRP hulls.

At the same time International has introduced an abrasive cleaner which is used for the preparation of hulls prior to painting. This cleaner is a water emulsifying material which will remove oil, grease and wax parting agents.

The paint is available in a wide variety of colours and drying time is 3-4 hours. International offers a full technical advice service with these new products.

Mackay builds again

MACKAY Boat Builders of Arbroath is building a 55 ft. wooden hulled seiner trawler for owners in Ayrshire.

She is the first boat to be built at the yard since it delivered the 56 ft. *Sparkling Star* (above) to Skipper James Robb of Scalloway in 1976.

Designed by the Napier Co. (Arbroath) the new vessel has been ordered by Messrs Ruddock of Minishant in Ayrshire and will have a beam of 18 ft. 5 in. and a transom stern.

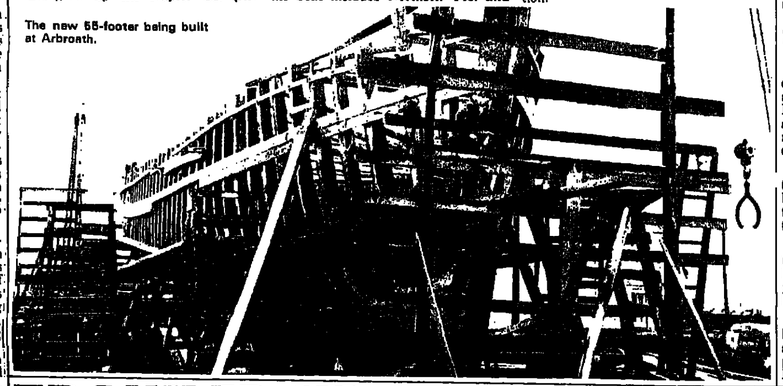
The main engine will be a 365 hp Caterpillar 3408 marine diesel and the auxiliary engine will be of Lister manufacture.

Gear handling machinery chosen for the boat includes Northern Tool and Gear Mastra seine and trawl winch, Lossie Hydraulic power block, Beccles rope coiler and Whale rope leads.

Electronics are to include Simrad echosounder, Sailor radiotelephones, and Decca radar.

A Francis searchlight and Tenfjord steering gear will also be fitted. The superstructure will be of steel fabrication.

The new 55-footer being built at Arbroath.



TRAWLER WRECKED IN TEA BREAK

A BRIXHAM deckhand fancied a cup of tea and left the wheelhouse unattended. But his action led to the wrecking of the 65 ft. £40,000 trawler *Yvette* on rocks off Prawle Point and cost him £175 in a Devon magistrates' court last week.

Christopher Lidstone (19) of Brixham was fined £75, with £100 costs by Kingsbridge magistrates after admitting failing to steer a safe course and seriously damaging the trawler.

Henry Bradshaw, prosecuting for the Department of Trade under the Merchant Shipping Act, said that Mr. Lidstone was left in charge as *Yvette* was heading towards the Eddystone Light on March 12.

Skipper Mike Thomas had offered Mr. Lidstone the chance of taking charge as they approached Start Point and explained the course to follow. He was aware that the radar was not working 100 per cent, but there were readings and echoes of land.

Mr. Thomas then joined the rest of the crew to sleep below, while Mr. Lidstone took the wheel.

When *Yvette* passed Start, Mr. Lidstone became concerned about the radar and thought he would call the skipper, but first he decided to make a pot of tea for the crew.

Unattended

For ten minutes the wheelhouse was unattended, Mr. Bradshaw continued. When he returned he looked at the radar again just before the trawler crashed on to rocks.

Mr. Thomas raced to the wheelhouse and asked Mr. Lidstone how the accident had happened. He did not know and denied that he had been asleep.

Mr. Bradshaw said that *Yvette's* top speed was 11 knots and she had all navigational aids, apart from an automatic pilot.

The rescue operation in which the crew were saved by helicopter and breeches buoy also involved a frigate, a lifeboat and a Dutch salvage vessel. *Yvette* was a total loss and was still on the rocks.

"The department looked very carefully at the case before deciding to press ahead with it," said Mr. Bradshaw. "It is a very unfortunate case for a young man who clearly has a love for the sea."

In a statement Mr. Lidstone said he was certain he had locked the wheel before going to make tea. He reckoned that the trawler should have steered a straight course, but when she did not he thought she must have been affected by the tide as she went inshore and crashed on to rocks.

Mr Lidstone told the court that he was still working as a deckhand on another trawler for £80 to £100 a week.

No evidence

Ronald Sewell, Department of Trade inspector, could not find any evidence to support the claim that the wheel had been locked.

"He is an excellent worker and very efficient," said Skipper Thomas. He added that he had often put Mr Lidstone in charge of *Yvette*.

But he thought that although the radar was not functioning properly Mr Lidstone could have changed to the Decca track plotter.

Mr. Thomas said that as Mr. Lidstone had admitted leaving the wheelhouse for about ten minutes he was disobeying orders.

ROOF DANGER SHUTS MARKET

Below: Lowestoft market last week. The condemned roofing is seen along with inshore trawlers landing their catches.

PART OF Lowestoft fish market and the quay area where trawlers unload has been closed because of the dangerous condition of the large canopy roof.

The shock decision by the British Transport Docks Board to close the area — along most of the western side of the Waveney Dock — has angered trawler owners and fish merchants.

"Diabolical" was the comment of Aubrey Moore, president of the port's fishing vessel owners' association, a comment endorsed by a number of trawler owners and local merchants affected.

A number of fish merchants quickly moved to other premises on the market, while talks went on last week for trawlers to land at another quay.

The reason for the sudden closure of most of the west side of the dock came when serious defects were revealed in the roof structure during inspection work, said docks board engineer Keith Russell.

"We knew the roof was in not too good a condition — the area is one where we are working out redevelopment plans. It is an old structure", he said.

"But we didn't know its condition was so far gone. On safety grounds we had to take this action. The firms affected have been understanding and co-operative.

"The roof has got to come off and we shall be reviewing the whole position".

Firms involved in handling inshore landings feared trawler landings would have to be switched to their section of the market.

A spokesman for Ness Point Fisheries said there appeared to be a danger of them being "squeezed out" but the firm and B.F.P. later said they had reached agreement with the Docks Board and would be able to continue normal working.

Trawler owners hit out angrily at the docks board move — and claimed it was due to lack of adequate maintenance. An average of four or five trawlers landed their catches daily, said Peter Leighton, secretary of the owners' association, and they could not be "run like a train service".

"This is the result of years of neglect by the Docks Board" he said. "It's presented us with a hell of a problem. It is going to be extremely difficult to fit in with the docks board request to switch trawlers around."

Aubrey Moore said it was "diabolical" that the docks board should ever have allowed the structure to reach that stage," he said.

"We have been negotiating with the docks board for some time now about redevelopment plans for the area, costing somewhere in the region of £14 m. It almost makes you wonder whether the docks board is hoping to get all the money from the fishing industry and in grants — without laying out a single penny of its own."

Plans had been announced recently by the docks board to expand commercial trade but the fishing industry was "getting a raw deal," said Mr. Moore.

"While some other fishing ports have been struggling to survive the industry at Lowestoft has kept its head above water," he said. "But it's no thanks to the docks board.

"They should be giving us a bit more encouragement — and this latest incident is no help at all to a struggling industry."

THIRD BOAT FOR FAROE

THE THIRD of four 87ft. steel stern trawlers on order for Faroese fishermen was launched on Saturday by Campbeltown Shipyard.

Named *Vesturbugvin* by Miss Johanna Jacobsen, the sister of the boat's skipper, Danjal Jacobsen, the new vessel is scheduled for completion at the end of next month.

She is virtually identical to the stern trawler *Fram*, built at Campbeltown and delivered to Torshavn last month.

These boats — designed specially for fishing within Faroese 200-mile limits — have an extended fo'csle which provides a large sheltered deck for handling nets and gutting the catch.

The accommodation on deck consists of a skipper's cabin, three two-man crew cabins and galley/messroom. Below decks, the class has insulated fishrooms of more than 150 cu m. capacity.

Nozzle

Vesturbugvin is powered by a Mirrlees Blackstone ESL6 main engine developing 685 hp at 750 rpm and she has two Lister HRW6 auxiliaries. She is fitted with gearbox, sterngear and controllable-pitch propeller by Lisaen, plus a Kort nozzle.

Equipment on deck includes Rapp bridle winches, trawl winches, gilson winches and anchor windlass; the Autotrawl system is fitted.

Electronic equipment includes Furuno radar, Simrad echo sounders, fish loop and Loran C, 'Sailor' radio telephone and VHF sets. A Sperry gyro compass and Ben log are also fitted.

Her principal dimensions are: length overall, 26.9m.; length bp 23.1m.; breadth moulded, 7.2m.; and depth moulded, 3.75m.

Aberdeen trawler fitting out

A 98FT. STERN trawler for Aberdeen owners was launched from Richards' Lowestoft shipyard last week and is now fitting out.

She was named *Louise J*, and is for George Wood Ltd.

Mrs. Joyce Wood, wife of William Wood, chairman and managing director of the firm, launched the steel-hulled craft.

The engineroom of the new stern trawler is forward and the net store aft, leaving the amidships section for carrying fish.

Automated

A fair measure of automation in the handling of fishing gear has been achieved by the use of an automatic system of control for the trawl winches.

In addition to simplifying the shooting and hauling of the gear, this system reduces the likelihood of damage to nets while fishing on rough ground and is intended to improve fishing performance during heavy weather.

Ballast tanks in the stern of the vessel enable the skipper to control the draught of the trawler within fairly wide limits to suit the differing requirements whilst steaming and fishing.

Comfort

Particular attention has been paid to improving crew comfort by reducing noise levels in the accommodation. The deck separating the accommodation from the engineroom has a far higher standard of sound insulation than normal and internal divisions float on rubber mounts.

Before the launch, Mrs. Woods was presented with a bouquet by 16-year-old Brian Freeman, a first-year fitter apprentice who is at present attending Lowestoft College of Further Education for basic training.

Joyce Wood, wife of Aberdeen owner William Wood, ready to launch *Louise J*. The 98-footer is now being completed.

shell fish chat

HYBRID lobsters have been produced in the USA by crossbreeding our European lobsters with American species. Trials at the University of California have produced this hybridisation of our *Homarus gammarus* and the American *Homarus americanus* as part of a major effort to develop a commercial lobster culture system.

It appears that the hybrid lobsters are a mixture of their parents — the body shape and size resembling the European lobster — with larger tails and bigger pincers than the US type. They have the reddish brown colour of the American lobster.

The development of this "perfect" lobster could be the key to the future of large-scale lobster farming in the United States and, already, lobster hatcheries on the west coast of America are helping the university in preliminary commercial trials.

Culture at Brighton

While on the subject of aquaculture I should mention the efforts of the group which has developed the huge artificial marina at Brighton, on the Sussex coast.

Experiment

It is now the centre of an interesting experiment to grow lobsters, oysters and escallops in the huge steel caissons which form the outer breakwater.

Seawater flows through these huge hollow caissons and the shellfish are provided with a steady flow of well-enriched water to promote healthy growth and good survival.

Small lobsters are held in individual cages in complete darkness and this environment helps to prevent fighting and cannibalism.

I presume that the lobsters are fed on a diet of fish or offal because, contrary to popular belief, lobsters do not feed on plankton and cannot exist on seawater alone.

Early

This project in marine aquaculture is still in its early days but I, for one, look forward to hearing more about its progress in the future.

Inkwell versus creels

The main type of crab and lobster trap used down here on the south west coast is the inkwell pot. Some chaps I know use a few strings of metal creels, similar to those used along the north-east coast of England and in Scotland. A pal of mine swears that his creels take more lobsters than the inkwell pots — but he's never convinced me!

Once again science has come to help settle an argument — tests by Scottish scientists, conducted to the west of the Outer Hebrides, showed that in that particular trial inkwell pots and Scottish creels had a similar catch rate for both lobsters and crabs.

The scientists do stress that the number of lobsters taken was low (78 lobsters from 600 pots hauled), but the results confirmed that the catching power of these two types of traps was similar in this trial.

More crabs were caught (1,002 from 600 pots hauled) and it was interesting to note that the inkwell pot caught bigger crabs than the creel. I suppose that this is to be expected with the inkwell not's larger entrance.

Interest

Although the results presented in this interesting paper* suggest that there is little to choose between the fishing power of the inkwell pot and that of the creel, the scientists quite correctly stress that it would be unwise to come to definite conclusions without further trials on other fishing grounds.

From my experience, fishing or catching power is only one of several considerations when choosing gear. Costs, ease of handling and resistance to damage are also very important.

In the paper it is stated that the inkwell pot is very resistant to damage. Its rounded shape renders it less liable to come fast in rock crevices and there is great strength of the steel frames. On the south coast we use inkwell pots constructed of both steel and welded plastic frames.

It's rare for us to have any of our pots damaged and these pots will last four or five seasons. And it's a good job they do since they cost around £10 for a fully rigged pot!

Lobster disease

During the late summer and early autumn, when seawater temperatures are at their highest, lobsters held in storage tanks stand the risk of dying from a disease called Gaffkaemia.

This is a blood disease of lobsters common in the United States and Canada, but occurring only rarely in Europe. Gaffkaemia is caused by a bacterium introduced into the blood system of lobsters through wounds caused by 'pegging' or cutting the claws, or by careless handling and storage.

One inside the lobster the bacteria can multiply rapidly, reducing the number of blood cells to a point where the lobster dies. More important, infection can spread rapidly through a tank full of lobsters, with the result that most will die in a very short time.

Gaffkaemia is a comparatively rare occurrence in British lobster tanks, but its presence can cause expensive losses to shellfish merchants. The Ministry of Agriculture, Fisheries and Food has recently circulated a useful note which describes how to avoid problems with this disease and what to do if an outbreak occurs.

Safe

The leaflet does stress that Gaffkaemia is *not* harmful to humans and infected lobsters which are cooked may be safely sold for sale.

A warning is given that, if imported lobsters from North America or Southern Ireland are held for storage, they should be kept separate from other stocks. After use the tanks should be thoroughly disinfected.

If unusually heavy lobster mortalities occur, shellfish merchants are advised to inform their local District Inspector of Fisheries or to contact the MAFF Fisheries Laboratory at Burnham-on-Crouch, Essex, where tests can be carried out to establish the cause of death.

Shellfish catch

Government figures just published show that last year shellfish worth £27 m. were landed by UK inshore fishermen (England, Wales, N. Ireland and Scotland).

The most important species was *Nephrops*, or "prawns" as I prefer to call them, followed by lobsters, escallops and crabs in that order.

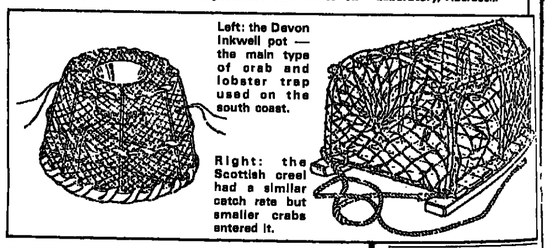
Increase

In England and Wales alone, crabs headed the list, followed by *Nephrops* and, then, lobsters escallops and oysters. The value of the shellfish catch has increased steadily — doubling since 1975.

Funny, I don't think my own wages have done so well during that period!

TRAPPER.

***"A Comparison of the Efficiency of the Scottish Creel and the Inkwell Pot in the capture of crabs and lobsters," by R. G. J. Shelton and W. B. Hall, Marine Laboratory, Aberdeen.**



Left: the Devon inkwell pot — the main type of crab and lobster trap used on the south coast.

Right: the Scottish creel had a similar catch rate but smaller crabs entered it.

SORT OUT FAROE!

SCOTTISH trawler owners have been holding talks with the Department of Agriculture and Fisheries on future fishing operations at Faroe.

The recent arrest of Aberdeen trawler *Starwood*, whose skipper bought nets at Faroe and was later stopped from fishing because the gear allegedly had mesh narrower than allowed under Faroese legislation, has caused considerable anxiety among the industry at Aberdeen.

Robert Allan, chief executive of Aberdeen Fishing Vessel Owners' Association and Scottish Officer at the British Fishing Federation, said that they still wanted to send trawlers to Faroe grounds but not if fishing conditions in the middle-waters were unreasonable.

"Aberdeen skippers and crews have traditionally fished the grounds but the atmosphere up there has helped to sap their morale and recent difficulties have once again underlined the need for a clearer understanding of the Faroe regime.

"It seems to us that recently there has been a building-up of harrasment and if any new fishing agreement is to be meaningful we must get a clear understanding of how the Faroese are going to interpret the rules."

The Department of Fishing has been told that this is an absolutely critical issue to be sorted out before any new agreement gets under way.

It now looks unlikely that the full haddock and cod quota allocated to the EEC, 6,750 tonnes, will be taken before the end of the year, because of the difficulties at the grounds, Aberdeen owners have stressed.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£32,810: *Boston Halifax*, Boston (Sk. R. Harries), 1,092k, NC, 26 days.
£19,328: *Crystal Palace*, Consol (Sk. W. G. Hardie), 753k, WS, 24 days.

Middle water

£17,914: *Ross Leopard*, BUT (Sk. J. Brown), 802k, W, 15 days.
£17,363: *Ross Kelvin*, BUT (Sk. R. Kurz), 663k, W, 16 days.
£15,387: *Ross Jackal*, BUT (Sk. P. J. McCarthy), 567k, W, 15 days.
£14,507: *Ross Civet*, BUT (Sk. A. Redpath), 565k, W, 15 days.
£14,202: *Ross Genet*, BUT (Sk. P. Phillipson), 464k, W, 16 days.

North Sea

£13,959: *Erimo*, Taylor (Sk. W. Hodson), 542k, NS, 11 days.
£13,789: *Kyoto*, Taylor (Sk. G. Drewery), 480k, NS, 15 days.
£12,779: *Osaka*, Taylor (Sk. D. Newby), 414k, NS, 15 days.
£12,612: *Sando*, Taylor (Sk. M. Moss), 578k, NS, 13 days.
£12,000: *Loveden*, Lindsey (Sk. G. Ireland), 476k, NS, 11 days.

Seiners

£13,689: *Christiansborg*, Consol (Sk. V. Jensen), 396k, NS, 16 days.
£11,113: *Falkenborg*, Consol (Sk. J. Carson), 279k, NS, 15 days.
£10,942: *Frembek*, United (Sk. E. Josefsen), 299k, NS, 17 days.
£10,570: *Rasmine*, Chapman (Sk. V. Thomsen), 406k, NS, 16 days.
£10,196: *Tanana*, Danbrit (Sk. A. Lunde), 283k, NS, 15 days.
£10,167: *Pandion*, Danbrit (Sk. B. Hosti), 203k, NS, 14 days.
£9,861: *Ella Grethe*, John R. (Sk. R. McQueen), 297k, NS, 19 days.
£9,811: *Dalma*, Sleight (Sk. K. Jorgensen), 265k, NS, 15 days.
£9,558: *Veralla*, Hamling, (Sk. E. Olesen), 253k, NS, 15 days.
£9,527: *Helen Mona*, Hamling (Sk. A. Svendsen), 321k, NS, 17 days.

Pair trawls

£45,991: *Margrethe Bojen*, £26,010 (Sk. Jens Bojen), 764k, 13 days, and £19,981: *Frances Bojen*, (Sk. J. Richardson), 619k, 14 days, both John R., NS.
£42,105: *Jean Scott*, £22,427 (Sk. P. Scott), 778k and £19,678: *Golden Venture* (Sk. A. Pulfrey), 670k, both John R., NS, 15 days.
£32,560: *Carl Borum*, £16,695 (Sk. G. Riley), 575k, and £15,865: *Golden queline Borum* (Sk. J. Borum), 546k, both Danbrit, NS, 14 days.
£17,968: *Paul Anthony*, £11,482 (Sk. E. Collins), 409k, and £6,486: *Helena Gertsen* (Sk. F. Vanercasteele), 237k, both Hamling, NS, 14 days.

FLEETWOOD

Icelend

£65,678: *Arnar*, Marr (Icelandic), 1,808k.
£54,800: *Runolfur*, Marr (Icelandic), 1,416k.

Homewater

£11,756: *Gavina*, Marr (Sk. C. Scott), 640k, 15 days.
£9,528: *Resound*, Ward (Sk. W. Ansell), 250k, 15 days.
£9,057: *Andrew Wilson*, Hazael (Sk. M. Oldman), 345k, 15 days.
£7,231: *London Town*, Hewett (Sk. J. Buckley), 225k, 12 days.
£5,875: *Resolute*, Ward (Sk. J. Wright), 133k, 13 days.
£4,781: *Rosamonda*, Ward (Sk. K. Beavers), 182k, 16 days.
£4,438: *Luneda*, Marr (Sk. A. Barkworth), 200k, 12 days.
£4,215: *Southards*, Hewett (Sk. S. Carlson), 126k.
£3,566: *Catherina Cornelia*, 87k.
£2,770: *Charmor*, Hewett (Sk. O. Jenson), 101k.

ABERDEEN

£20,396: *Grampian Warrior*, North Star, (Sk. R. Catto), 701 k, Shetland, 13 days.
£19,988: *Ben Lui*, Irvin, (Sk. T. Nelson), 652k, NC, 21 days.
£14,336: *Ben Gairn*, Irvin, (Sk. C. Grimmer), 506k, Shetland, 16 days.
£14,236: *Ben Bhrackie*, Irvin, (Sk. A. Campbell, 485k, Shetland, 12 days.
£14,053: *Burwood*, Wood Group, (Sk. A. Nelson), 409k, F, 16 days.
£11,650: *Admiral Nelson*, Wood, (Sk. R. Pirie), 390k, West Side, 15 days.

LOWESTOFT

£17,920: *St. Phillip*, East Coast (Sk. T. Martin), 517k, NS, 11 days.
£16,876: Bentley Queen, Talisman (Sk. C. Reeder), 518k, NS, 12 days.
£16,477: *Suffolk Conquest*, Hobsons (Sk. R. Fiske), 518k, NS, 12 days.
£16,127: *Boston Wasp*, Boston (Sk. M. Barnard), 483k, NS, 13 days.
£15,601: *Constance Banks*, Hobsons (Sk. D. Athorn), 489k, NS, 12 days.
£14,611: *Suffolk Challenger*, Hobsons (Sk. D. Atkins), 431k, NS, 12 days.

NORTH SHIELDS

£13,407: *Ben Strome*, Irvin (Sk. E. Longhorn), 26,686kg, NS, 10 days.
£7,098: *Ben Glas*, Irvin (Sk. P. Allen), 13,725kg, NS, 5 days.

Under 80 ft

£18,210: *Christine Nielsen*, Irvin (Sk. C. Ellis), 30,807kg, NS, 6 days.
£11,732: *Lindisfarne*, Irvin (Sk. J. Bailey), 27,927kg, NS, 7 days.
£8,366: *Burton Fleming*, Newington (Sk. A. Lopez), 16,280kg, NS, 6 days.
£5,593: *Star Divine*, Caley (Sk. J. Vanko), 11,628kg, NS, 3 days.
£5,478: *Fisher Rose*, Irvin (Sk. R. Clarke), 12,430kg, NS, 4 days.
£5,230: *Lothian Rose*, Irvin (Sk. R. Clarke), 9,757kg, NS, 4 days.

GRANTON

£14,359: *Arctic Brigand*, Liston (Sk. A. Wood), 635 cwt, NS, 14 days.
£8,595: *Arctic Attacker*, Liston (Sk. B. McPherson), 332 cwt, NS, 13 days.

MILFORD HAVEN

£11,070: *Bryher*, Norrard (Sk. A. James), 180k, 13 days.
£5,076: *Norrard Star*, Norrard (Sk. J. Rogers), 7 days.
£3,900: *Westerdale*, Linke (Sk. T. Smith), 12 days.
£3,600: *Rosevear*, Norrard (Sk. J. Manson), 70k, 4 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Westerly: *Carlisle, Ogano, Ross Cicet, Ross Juno, Ross Kelly, Ross Leopard* and *Yesso*.

HULL

No local deep water vessels expected.

PORT MARKETS

FRIDAY, OCTOBER 20

DUBLIN

A supply of 970 boxes, mainly from Howth, Killybegs and Skerries met a good demand. Main varieties of whiting and mackerel met a good demand. Prices *per lb*: plaice, 7p/40p; lobster, £2/£3.20; prawns, 15p/30p; black sole, £1.40/£1.50; ships, 45p/50p; brill, 20p/30p; turbot, 20p/£1; dabs, 5p/7p; cod, 30p/32p; codling, 14p/23p; whiting, 12p/16p. Prices *per box*: round whiting, £8/£8; herring, £6/£10; ray, £5/£33; mackerel, £6/£8.

RYE (SUSSEX)

14 boats landing. Prices *per stone*: large plaice, £4.90; small, £2; whiting, £1.40; dabs, £2; cod, £4.20. Prices *per lb*: turbot, £1.20; John Dory, 60p; large Dover sole, £1.40; medium, £1; slips, 75p; lemon sole, 50p.

MONDAY, OCTOBER 23

GRIMSBY

22 boats landed a good supply of 6,460 kits, which met a good demand. Prices *per stone*: shelf cod, £4.80/£5.80; codling, £3/£3.80; large haddock, £4.30/£4.50; medium, £3.40/£4; small, £2.80/£3.20; large plaice, £4.60/£5.40; medium, £4.60/£5.20; small, £3.80/£4.60; large skinned dogfish, £7.50; medium, £6.50; saithe, £2.20/£2.40; rockfish, £2.40/£2.60; large lemon sole, £6.50; medium, £6.

HULL

2,420 kits from three vessels including two part landings from Icelandic and Faroe ships and a complete North Sea seiner discharge. Prices *per 10 st. kit* heads on: F: cod, £34.45/£39.29 (average, £35.42); haddock, £39.50/£49.25 (£45.87); coley, £20/£26.50 (£26); bergylts, £27.50/£29.25 (£28.57); mixed fish, (20 kits), average price £27.50. I: cod, £33.60/£34.25 (£33.71); plaice, £34.50/£47 (£40.50); coley, £19/£24 (£21.50); bergylts, £23/£24.25 (£24.31); halibut, £66/£68 (£68.15); mixed fish, average price £23. NS: cod, £39/£41.50 (£41); codling, £30/£33.25 (£32); plaice, £30/£36 (£32.50); lemon sole, £40.50/£42 (£41.50); haddock (2 kits), £30; dogfish, (3 kits), £15.

FLEETWOOD

Prices *per 10 st. kit*: cod, £28/£46; plaice, £24/£60; haddock, £28/£45; ling, £28/£32; hake, £80/£90; coley, £20/£33; haddock, £14/£20; monkfish, £41/£43; roker, £15/£51; lemon sole, £26/£38; whiting, £25/£29; gurnard, £6; Dover sole, £90/£200; witches, £15; megrims, £17/£22.

MILFORD HAVEN

129 kits from one boat. Prices *per 8 st. kit*: squid, £46; large cod, £40; large plaice, £48/£49; medium, £40; small, £26/£32; large turbot, £149; whiting, £18; Dover sole, £179; slips, £110; £40, £59; Dover sole, £180/£215; slips, £165/£170; brill, £45/£50; whiting, £10; monkfish, £70; cuttish, £20/£23; dogfish, £10/£18.

PETERHEAD

2,745 boxes from 39 boats. Prices *per stone*: cod and large codling, £4.70/£5.50; medium codling, £4.20/£4.90; small, £3.10/£3.90; coalfish, £2.20/£2.60; monkfish, £5.10/£5.40; small round whiting, £1.70/£1.90; plaice, £3.50/£4.90; gutted whiting, £2.30/£3.10. Price *per box*: large haddock, £34.50/£36.50; medium, £27.60/£29.80; small, £21.50/£25.50.

WICK

280 boxes from 10 boats. Prices *per box*: codling, £22/£27; haddock, £20/£22; whiting, £11/£19; plaice, £20/£30; dabs, £12/£14.50; skate, £14/£15.

EYEMOUTH

Prices *per 7st. kit*: medium codling, £23.50/£27; small, £20.80/£24; best small, £22/£26.50; small haddock, £23.50/£26; small whiting, £13.50/£15.10. Price *per dst box*: crabs, £7. Price *per lb*: lobsters, £2.60.

ARBROATH

Six boats landing. Prices *per box*: medium haddock, £20/£22; selected, £24 £28; small, £23/£25; large codling, £20/£22; medium, £18/£20; small, £14/£16; large whiting, £20 £22; small, £14 £16. Prices *per stone*: lemon sole, £5/£5.50; dabs, £3.50-£4.

FRASERBURGH

150 boxes from 33 boats. Prices *per stone*: lemon sole, £5.10 £6.50; squid, £7 £8; witches, £1.80 £2.30. Prices *per box*, medium haddock, £20/£24; small, £21 £27; medium codling, £25 £27; small, £23 £26; cod specs, £27 £32; round whiting, £18.50 £19; selected, £26; small whiting, £21.50; monkfish, £42

LOSSIEMOUTH

55 boxes from two boats. Prices *per stone*: codling, £3.50; whiting, £2; plaice, £2/£5; monkfish, £3.50; sole, £5/£6.

BUCKIE

60 boxes from five boats. Prices *per stone*: large haddock, £4.50; medium, £4.50; small, £3.20; small gutted whiting, £2.50; monkfish, £3/£4; lemon sole, £4.15; plaice, £3.50; witches, £2.80; dabs, £1.30/£1.60; large prawn tails, £28; small, £16; skate, £1.20; squid, £4.50.

NEWLYN

Prices *per stone*: mackerel, price range from £1.20 to 50p, according to size; large hake, £7.80; medium, £5.70; small, £3.50; large dogfish, £2; medium, £1.50; small, 80p; haddock, £6; large ray, £6.60; large medium, £3.80; small medium, £2.80; small, £1.20; pollack, £3.50; large pouting, £2.40; small, £1.35; large plaice, £5; medium, £4; small, £3.50; large lemon sole, £7.50; medium, £4.60; small, £3.20; large whiting, £4; small, £1.80; large Dover sole, £22.50; medium, £18.50; slips, £11.80; gurnards, £1.35; squid, £8.50; turbot, £22; ling, £2.60; large conger, £3.80; large medium, £3; small medium, £2; small, £1.50; large monk tails, £12.30; medium, £8.50; small, £5.50; large brill, £12; medium, £8; large John Dory, £14; medium, £8.60; small, £5.80. Price *per lb*: hake, £1.30.

FOLKESTONE

16 boats landing. Prices *per stone*: large cod, £4/£4.10; medium, £3.20 £3.50, codling, £2.75/£2.90; skate, £3.30; whiting, £1 £1.35; lemons, £5.70; pouting, 70p 85p; dabs, £2.40/£3.10; monkfish, £7.50 £8.65p; large plaice, £5.15; small, £3.75/£4.55. Prices *per lb*, large turbot, £1.05; medium, 85p, small, 70p; large brill, 65p; small, 55p; large Dover sole, £1.20 £1.42; ships, 65p 85p; hake, £1.04 £1.05.

WEDNESDAY, OCTOBER 25

NORTH SHIELDS

Prices *per 40 kilo unit*: large cod, £32/£6.25; medium, £29 £1.50; selected medium, £27 £28.50; selected small, £24.50 £27.50; small, £22.75 £26.50; large hake, £44 £50; medium, £28.50/£37.50; small, £20 £27; selected small, £24 £27.75; small, £21.25 £22.25; selected whiting, £19 £1.75; small, £15 £17; large lemon, £[illegible] £12; medium, £[illegible]; small, £10; medium plaice, £10; small, £26.50; large dogfish, £15 £19.50; small, £11 £12

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VESSELS FOR SALE

1976 stern trawler, purpose built, part one registered, 42ft. x 13ft. x 6ft., welded steel construction, GM 150hp engine 3:1 reduction, hydraulic twin ten winch, insulated fish room, radar, auto pilot, radio, sounders, wired for Decca, refitted as new. Irvine Plymouth Telephone: 0752 62310.

"DAY DAWN" 50ft. x 15ft.6in. x 5ft.6in. Westerhand 1947, Gardner 6LW and 3:1, wheelhouse, bulwarks, tripod mast, derrick, jilsons new 1970, McDuff six speed spin winch with trawl conversion, Hydema power block, K.H. 17 radar, K.H. M833 sounder, Curlew H.T., Sailor VHF all boat's property. Gray Thomson, telephone: Bigton (Shetland) 272 evenings.

20ft. carvel angling workboat, Ford 4D engine, Parsons hydraulic box, Morse controls, new pro. built forward wheelhouse, complete rewire, re-decked, new mast and boom, full deck lighting, mechanical capstan all new 1978, Sonscribe sounder, Seavoice VHF, electric and hand bilge pump, nine person life raft, licensed for 12, owner buying larger vessel. £4,750 ono. Telephone: Exmouth 77090 evenings.

FORTH PILOTAGE AUTHORITY

PILOT BOAT FOR SALE

Tenders are invited for the purchase of the

P.V. "DOLPHINE"

Length overall 44ft., beam 9ft., draft 4ft. 6in., built 1962. Engine: Gardner 6LW. Vessel can be examined on the slip at Cockenzie Slip & Boatyard, West Harbour, Cockenzie, from 30th October for approximately one week by arrangement with the undersigned.

D. R. PATTERSON
Pilotage Superintendant, Forth Pilot Authority, Albert Dock, Edinburgh.

COASTWORKER 32, twin Ford Dolphin 70hp. registered, electric pot hauler, four man liferaft, Seascribe autopilot, VHF, electric windlass, fish tank, galley, wc, two berths, ideal angling boat, £12,000. S. Wales. Telephone: Tenby 3619, Manorbier 478.

17ft. 6in. varnished clinker built fishing boat, 10hp in board engine, all in excellent condition. Telephone: Eastbourne 35683.

FOR Sale or exchange for larger vessel, MFV steel hull new 1977, 36ft. x 10ft. x 3ft. 6in., Perkins 6354, radar, radio, echo sounder, all boat's property. Box No. 008.

36ft. sea angling boat, twin BMC 2.2 diesel engines, forward cabin with berth toilet, sink and cooker, separate enclosed wheelhouse, radio telephone, liferaft, many extras. Telephone: Conway (049283) 6441 evenings.

36ft. Cornish built, p/pins on oak fishing vessel, 60hp Lister, fully equipped, ready to start work immediately. First genuine offer secures. Telephone: Mevagissey 2638.

PLYMOUTH Pilot 18ft., Ducati 11hp diesel, boat and engine six months old, built for inshore gill netting, mizzen sail. £2,500. Telephone: Looe 2543 evenings.

FOR SALE new Cygnus GM37 crabber, aft wheelhouse, two berth accommodation, fitted with Fiat CP3M 100hp marine diesel, vessel fitted with one ton Celtic Slave "AV" trawe forward, fitted with hauling block. Ship's property includes Sailor R/T., 1148 Decca 060 radar, Decca autopilot and Graphic echo sounder. On hire Decca Navigator already installed. Sale include six man liferaft, 700 new crab pots. The above mentioned vessel can be inspected in Weston Super Mare, and will be launched in early November. Also for sale Cygnus 26ft. hull, and frames at below list price. Interested persons please contact Weston Workboats, telephone: 0934 31491 evenings.

49ft. trawler for sale, 200hp, built France, under 25 tons, sounder, radio, Decca. Telephone: Plymouth 822418.

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CYANUS WORKBOATS
18ft., 18ft., 19ft., 21ft., 28ft., 32ft., 37ft., 43ft. fitted out to owners requirements.
POLDICE 33ft., 38ft., 43ft., in stock, to W.F.A. spec. Designed by Gary Mitchell.

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BEAMER, under 25 tons, built 1960 of oak, 42.64/38.26ft. x 13.12ft. x 4.8ft., Volvo MD100 8K, 118hp new 1976, L&S 3:1 ..... £18,500
BEAMER, under 25 tons, built 1969 of steel, 56.2ft./52ft. x 14.5ft. x 6ft., MAN 220hp, overhauled 1978, Reintjes 4:1, new Reintjes 4:1 in store, refrigeration £71,000
BEAMER, 80 tons, built 1962 of steel, good stability seaboat, 82/75.8ft. x 20ft. x 10ft., extensive overhaul 1978, Deutz 12 300hp/500 rpm, Kuypers 2:1 ..... £90,000
BEAMER/SIDE TRAWLER, built 1972 of steel, 101 tons, 82/78.3ft. x 21.1ft. x 11ft., Deutz 515hp, Liaan 4:1, v-p propeller £176,000
STERN TRAWLER/BEAMER, built 1964 of steel, 48 tons, 68.4/60.4ft. x 18.6ft. x 9.8ft., extensive renewals 1977, Baudouin 420hp new 1976, Baudouin gear 5:1 new 1976 ..... £43,500

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FOR SALE
MFV "BENITA ANN" (FY330)
Built Gerald Pearn, 1974 — Dimensions 33ft. 6in. x 11ft. 6in. x 5ft. to grown frames of English oak planking on larch.
Main engine 88hp Lister replaced new 1976 at manufacturers expense
Wing engine 16hp Lister. Wills steering.
Boat's property: Decca radar 101, Sailor VHF, Cetrek autopilot, Atlas echo sounder. Early marine line hauler and line, Bestral compass and six man liferaft new 1974.
On hire: Decca 21.
Vessel at Truro:
Inspection A. J. Lintjohn, telephone: Truro 78600

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TRAWLER/LONGLINER	built 1974.	75'	x 21,6'	425 HP CATERPILLAR Diesel	Price N.kr. 3,000.000
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TRAWLER	built 1976.	84,8'	x 23'	565 HP CATERPILLAR Diesel	Price try N.kr. 4.800.000

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TRAWLER	built 1965.	64'	x 16,2'	335 HP CATERPILLAR Diesel. New 1974. Shelterdeck	Price N.kr. 1.500.000
TRAWLER	built 1966.	72'	x 20'.	325 HP CATERPILLAR Diesel	Price N.kr. 750.000
TRAWLER	built 1964.	76'	x 22'	620 HP DEUTZ Diesel	Price N.kr. 950.000
LONGLINER	built 1969.	88'	x 21,8'	335 HP CATERPILLAR Diesel	Try Price N.kr. 1.800.000

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Second to none on second hand fishing vessels

VESSELS FOR SALE

FOR SALE MB Santa Maria, built 1966 of larch on oak, overall length 58ft., tonnage under 25, engine Kelvin 120hp — only 800 hours run, vessel fitted with lobster/clam tanks, bilge pump and 3 cu. ft. compressor, with Kelvin Hughes VHF, radar, etc. Kelvin Hughes echo sounder, all ship's property. Offers to Geo. Walker & Sons (FV) Ltd., Maliag, telephone Maliaig 2305 in working by November 10th.

MFV "Cronelia", 76ft. steel beam/reef side/pair trawler, built 1961, 590hp 375rpm bronze diesel engine recently overhauled, Lister engine 110 volts recently overhauled, plus 24 volts for emergency lighting, fast drum Luyt trawl winch, hydraulic steering, Kelvin Hughes radar, Sailor radio, Furuno echo sounder, VHF all ship's property, Decca Navigator on hire, vessel still working also fishing gear included in sale price. £42,000. Telephone: Hull 0482 2190203 or 509351.

MFV "Ile d Yeu", 42ft. x 14ft. x 5ft. 6in. draft, built 1965, stern trawler, aft wheelhouse, four cylinder Baudouin 85hp, air start, survey out of water 18th December 1977, excellent condition £7,500. Telephone: 05 56 13108.

27ft. Lower stern trawler, BMC diesel, built 1978 ..... £8,750
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24ft. registered fishing boat, sound planking, reliable diesel engine, £550 ono. Telephone: Manaccan 236.

54ft. French built vessel, good Skagen winch and in good condition, 180hp Baudouin engine, at present putting in new shaft and seals at a cost of £2,000, has only got drop drive, overhauled, and pump. She is well worth looking at, looking for £12,000 won't consider any less, as I consider she is cheap at the price. At present fishing in Howth, Co. Dublin, Ireland. E. Reid, 23 Barrowfield Road, Sutton, Dublin.

MFV stern trawler 36ft. x 11ft. 6in. x 4ft. 5in., Perkins 115hp 3:1 reduction, on hire Decca Mk. 21, boat's property radar, two radios, echo counder, trawls, otterboards, rigged for scallopping, boat in good condition, ready for use, £12,500, telephone Star Cross 419.

FOR SALE BY PRIVATE BARGAIN
M.B. "OCEAN HERALD" (BF 102)
Built of wood in 1958 by Jones Buckie. Overall length 71 3ft., breadth 20.1ft., depth 8.1ft., tonnage 48.82. Fitted with a 192 Gardner engine, completely overhauled in September 1977. Peters auxiliary, Sutherland seine winch air speed. Beccles coiler. whelback, power block. Decca Mk.21., Kodan fishpath with bottom expansion recorder. Kelvin Hughes radar and echo sounder, VHF. Sailor R/T — all on hire. Atlas monsoons, emergency R/T — owned. A quantity of seine net gear to be sold with vessel. The vessel has completed requirements under the new safety provisions rules and will be sold with a DTI certificate.
Offers in writing only should be sent to JOHN BROWN & SONS (Aberdeen). — 27 Queensfield Road. Buckie, from whom further particulars can be obtained, by noon 3rd-8th, 11th November, 1978

FOR SALE BY PRIVATE BARGAIN
MFV "OCEAN HARVEST" (BF.145)
Built of wood in 1966 by Richard Irvin & Sons, Peterhead.
Overall length 78.1 ft., registered length 73.9 ft., beam 20.9 ft., depth 9.3 ft., tonnage 53.31.
The vessel was fitted with a 500hp Kelvin engine in 1974, auxiliary engine 22hp Lister, Arbroath combined hydraulic seine net and trawl winch, hydraulic steering. 36in. power block installed 1977.
EQUIPMENT OWNED: Woodsons sounder and fishlups, Bonar lodarscope, VHF radio, autopilot, Intercom, Kodan, net monitor.
EQUIPMENT HIRED: Decca Mk 12, Decca radar, Plotter, Marconi VHF Redifon VHF, Furuno radar, Sealand 30.
A quantity of fishing gear will be sold with vessel. Vessel is meantime fishing at the West Coast.
All enquiries to
CALEY FISHERIES (PETERHEAD) LTD.,
1 DALYMPLE STREET, FRASERBURGH,
Telephone. FRASERBURGH 3241 with whom offers should be lodged by 12 noon on Friday 10th November, 1978.

FOR SALE BY PRIVATE TREATY (SUBJECT TO WFA APPROVAL)
M.B. "ATLANTIC STAR" (PD.177)
Built of wood by Forbes, Sandhaven in 1973
Overall length 74.9ft., depth 9.3ft., breadth 21ft., gross tonnage 48.10.
Gardner 180hp engine, 32hp Lister auxiliary engine, hydraulic winch, AF power block. In 1977 a deck shelter and 3in. Desmi pump were fitted.
Equipment hired: Two Decca Navigators Mark 21 and Decca Plotter, Marconi VHF.
Equipment Owned: Elac echomaxx and fishlups, Elac sonar and scope, Sailor R/T and VHF which digiscan, Decca 914 radar and Furuno radar.
The vessel is fully equipped for seine net and herring pair travel, and will be sold with a large quantity of gear, including 3 pair trawls, 4 seine nets and approximately 28 coils of 3in. seine net rope, and 220 units of Hydex buoys.
The vessel, which is in excellent condition, may be inspected in Peterhead Harbour by arrangement with Arthur Molesen, 8 Eden Drive, Peterhead — Telephone: 3644 with whom offers should be lodged in sealed envelopes or by arrangement with Caley Fisheries (Peterhead) Ltd., 11 Harbour Street, Peterhead. Telephone: 2414.
Closing date for offers 10th November 1978

FOR SALE
MB "PERSEVERE" (LH 444)
Built of steel in 1974, lengthened in 1976.
Length overall 97ft., breadth 22.5ft., depth 11ft., main engine 600hp Mirrlees Blackstone.
The vessel is fitted with a Karmoy hydraulic winch, Karmoy hydraulic seine net winch, Anchor Windlass and boom swinger, a Rapp Hiba crane and 24in. power block and net drum, rope reels and deck shelter are being installed in the vessel at the moment and the sale will include this equipment. A Rapp fish pump is also fitted on the vessel.
The vessel is fitted with all modern fishing and navigational aids, including Elac Mittel lodar Sonar and Scope.
A considerable quantity of fishing gear is to be included in the sale.
The vessel is fitted for seine net and trawl and could easily be fitted with RSW tanks.
Further details can be had by contacting MR. P. JOHNSTONE, 2 GOSFORD ROAD, PORT SETON. Telephone: 0875 812236.
Offers should be lodged with CALEY FISHERIES (PETERHEAD) LTD, 11 HARBOUR STREET, PETERHEAD, before 12 noon on Thursday 9th November 1978.

AVAILABLE shortly, canceled order, one "Tunker 33" fast GRP, forward wheelhouse vessel, 33ft. x 11ft.6in. x 3ft.6in. draft, suitable lobster boat, fishing vessel, etc., two berths, self draining w/t deck 16ft. x 11ft. fitted GM Bedford 164hp diesel giving about 16 knots, comprehensively equipped and ready for sea £19,045 ex. works, ex. VAT. Cardiff Boat Building Co., Ltd. Roath Basin, The Docks, Cardiff, telephone: Cardiff 20634.

38ft. x 11ft. x 3ft. 6in., wheelhouse forward, mizzen, two Mercedes 42hp, Duerr hydraulic net line hauler, Fertograph G500 sounder, Ajax A25 radio, mackerel Gurdys, strippers. £8,500, telephone Newquay 08373 6251.

YORKSHIRE cable 23ft. x 8ft. 6in. registered fishing number, four years old, licensed for passenger carrying, ideal for lobster, net and rod fishing, immaculate condition, varnished. 20hp Kelvin diesel, price and particulars telephone: Bridlington 850575.

CYGNUS 32ft. x 11ft. 9in. x 4ft. 6in., GRP, built 1977, Ford 108hp, line/net hauler, radar, Decca Navigator, Teleflex steering, deck wash. All good working condition. Telephone: Milford Haven 5788.

BUILT 1976 31ft. x 11ft. x 4ft. approx., 72hp Mermaid, Seawinch capstan, Decca 060 radar, new seascribe Mk.2 sounder, Seavoice VHF all owned, toilet, cooker, deckwash, laid decks, many extras, boat in excellent order throughout, for further details telephone Ireland 024 4144.

21ft. heavy duty GRP stern trawler, sealed deck, forward wheelhouse, two berths, Perter twin diesel, completely overhauled, net yet run in. 2:1 heavy duty gearbox, all electrics, Fifer rope drum, belt driven. £2,250 ono or exchange Viking Marine Lifeboat or GRP hull 25ft. plus. telephone Pembroke 1547.

25ft. Versatility 1975, forward wheelhouse, very good order 60hp Thornycroft used season only. Box No. 008.

PASSENGER vessel, 88ft. x 21ft. x 6ft.10in., built Blackmores, Bideford, DTI class five and six certificates 214 passengers and three crew, twin Ruston 160hp diesels, speed 10 knots, spacious deck and covered accommodation, two w/c, echo sounder, radar, separate generator, R/T tannoy broadcast system. A heavily built boat, well maintained, in full commission. £27,500. Milford Haven, telephone: Pembroke (08463) 3681.

THREE fishing vessels 100ft. and 75ft., good engines, telephone: Peterhead (0779) 6539.

31ft. x 11ft. Mitchell sea angler, GRP., two berth, Ford 108hp diesel, Seavoice VHF., Ferrograph 600, electric capstan, deckwash and bilge pumps, eight man Avon liferaft etc., licensed for 12, £9,500 or will sell less engine. Jones Ballymewy, Whiteland, Dyfed, W. Wales, telephone: Llanholgy 303.

NEW unused, steel fishing workboat, 30ft. x 10ft. 9in., built 1978, heavy gauge steel, two berth cabin, cooker, toilet etc., wheelhouse, large work area, 90hp diesel, manual box, nav. lights, echo sounder etc., good survey, valuation £5,500. For quick sale £5,500 ono. Telephone: Day, South Benfleet 51810, evenings Canvey Island 51710.

COBLE 32.3ft. x 11ft. 8in. x 3ft. 7in., Ford 4D forward wheelhouse, Furuno sounder, hydraulic hauler, Morse controls, propeller and s/s shaft all fitted new 1978. VHF on hire. Vessel offered at £4,750 ono. Sale will include creels, nets and extras. Owners purchased larger vessel. Telephone: 0241 77219 or 78786.

BEAM trawler 52ft. x 14ft. x 7ft. 9in., built Holland. Rigged for beam, scallopping and side trawling. Boat's property includes radar, echo sounder, radio, Decca and track plotter on hire. Engine 150hp Scania. At present fishing Lowestoft. £14,000. Telephone: Brighton 779441.

MAID OF ARROCHAR

Length 72ft. x 19ft. 6in. x 9ft., UK load line in class GT 72.13 RT 40.35. Gardner 8L3B 206SHP, Petters two cylinder auxiliary, Sutherland winch. Hicom drive overhaul July 1978. Fuel capacity 1100 gals., Nimbus radio 340 and Kelvin Hughes Fathograph — ship's property. Foreland VHF, and Kelvin Hughes type 17 radar, also Decca Navigator MK12 on hire. Built R. Inde, Peterhead 1946 as Admiralty MFV, Rahad unit 1967, since carried coastal cargo. 1977 vessel and hold converted for carrying dangerous cargo, again full DTI standard. Co2 system in hold and engine room, six man and ten man RFD liferafts reconditioned 1978. Vessel maintained to the highest standard and recently painted overall. Viewing by appointment. Arbroath, Hanvich or Lerwick within the next month. Negotiation possible for the sale over of present charter.
Telephone:
030 12 356 or 280

"CHILDRENS FRIEND" (PZ84), 29ft. 6in. x 9ft. 8in. x 3ft. 9in., 1968, larch on oak, 18hp Ford, Seavoire VHF boat's property, Kelvin Hughes MS39 and Decca Mk 21 on hire. Gas rigged mizzen, fishrooms throughout. Telephone: Penzance 3629 evenings and weekends.

24ft. clinker launch, lying Shoreham, Perkins P6 engine, regularly used for fishing, good condition throughout, 2 berths, cockpit, £1,795. Telephone Brighton 508705.

Lifeboat 28ft. long. 10ft. beam, 4ft. draft, mahogany double diagonal construction, fitted stern tube, tail shaft and propeller. Ideal for conversion to cabin cruiser. £2,000 each.
Rootes Lister diesel marine engine with gearbox £950. Perkins 6.354 diesel marine engine with gearbox £1,650. Perkins P6 diesel marine engine with gearbox £650. Foden diesel marine engine with gearbox £950.
BRIDGE SUPPLY CO.
Keighley
Telephone 0535 605511
Telex 517161

NEW steel 50 x 13ft. x 10.6in. hatch coaler by Ankomstro Hiser over 120hp [illegible] forward accommodation and wheelhouse with VHF and sounder all new. Vessel fitted out to high standard. For any application telephone: Workington 62177 after 8pm for details.

FOR SALE again due to non payment, 21ft., no., Colvic 1971, new 1.5 Wortham Blake diesel 1978, two berth, gas stove, toilet, extensive inventory, £3,250 ono. Telephone: Titchfield 45518.

FOR SALE "Harvest Home" 29ft9in., Halmatic built 1974, Macaughey, Wick, Lister HRW3 new April 1978, Sailor radio, Simrad EY sounder, Portree pot hauler. Telephone: 08792 395 evenings.

FOR SALE fishing vessel 'Girl Sylvia', built 1948 in Portavogie, Co. Down, registered length 51ft., beam 16ft.6in., engine 114hp Gardner, Sutherland winch, Beccles coiler, Raymarc 8 24 mile URM sounder, Crosibhin Park, Balbriggan, Co. Dublin, Eire.

INSHORE MFV "Elanor Ann", seven tons, length 31ft.4in., built James N. Miller, Fife about 1961, Gardner diesel, lying Kings Dock, Swansea. To be offered Public Auction upon instructions high sheriff. Full details from Geoffrey Thomas & Co., Chartered Auctioneers, 126 Walter Road, Swansea. Telephone: 43056/461069.

MFV "CAIRNSMORE"
(KY37)
Length 29ft. x 14ft. x 7ft., built 1970. Engine 170hp Gardner 6LX. Wheelhouse equipment: Sailor R/T, Seavoice VHF, Sailerac radar, Kelvin Hughes echo sounder. Fitted two ton hydraulic winch. Rigged for stern trawling with new stern gantry. On hire: Decca Navigator and Plotter. Fishing from Port of Leon.
Further details Telephone:
Looe 2162 after 7 p.m.

STEEL hull workboat 27ft. transom stern, foredeck and cockpit, large working space, Ford 4D diesel, Seavoice VHF, G500 sounder. £4,000. Telephone: (0723) 64507 or 69829 evenings.

31ft. Mitchell sea angler, full inventory, first class order throughout, telephone Preston (0772) 884352 evenings.

STINGRAY Newquay 28ft. 6in. x 9ft. 6in. x 3ft. Volvo built 1968, Ford 4D, forward wheelhouse, radio, sounder, new hydraulics, boat and equipment in excellent condition, telephone St. Mawgan 581.

40ft. open carvel workboat, four cylinder Dorman diesel, large mechanical capstan, licensed for 12, offers. Telephone: Thanet 582702 evenings.

25ft. carvel MFV, built 1960, aft wheelhouse, mizzen, VHF, fishfinder, 40hp BMC reconditioned April 1978, good condition, £3,500. Telephone: Penzance 3040.

FERRO cement stern trawler, 36ft. x 11.6ft. x 4.9ft., engine Ford 112hp 1976, boat built 1971, VHF, echo sounder, navigator, plotter, liferaft, offers over £16,000. Telephone: New Romney 2797 or Hythe (Kent) 67077.

CRABBER built France, 27ft. x 10ft. x 4ft., lying Jersey, 3 cylinder Lister, 3:1 reduction. Also new 3 cylinder Lister and new propellor for sale with vessel, price £12,000 o.n.o., telephone Jersey 42309 evenings.

FAST fishing workboat, 36ft. x 8ft.6in. x 3ft.6in., welded aluminium construction, single 135hp GM diesel, fore cabin fitted two berth, cooker and toilet. Boat show exhibit. £19,000. Telephone: Romney 515333.

M.F.V. BUILT 1964

Dimensions: Length 69.9ft.
Beam: 20.75ft., Depth: 7.5ft.
Gross Tonnage 48.96
Main engine Kelvin TASC 8

Steel wheelhouse and whaleback — Northern Tool hydraulic Mastra winch — Vessel fitted with rope bins and rigged for single or pair fishing.
Electronics include rented Sailor 1HH VHF, Sailor R/T, Decca Navigator, Rootes Furuno FRS 2H radar, Simrad EQ sounder, also Ship's property Simrad sounder.

Telephone: 04696 383 evenings
7 p.m.-9 p.m.

M.B. MARITAN LH 141
Built of wood by Forbes Sandhaven 1966
Reg length 84.1. Breadth 20.7. Depth 10 Tonnage 80.81 Reg 42.3 Natt Baudouin 430 Engine. New 1972 Winch, Norwinch 8 Ton Hydraulic Net Drum. Lister Aux
Electrical Equipment — Decca Navigator Mk 12 and Plotter Decca 202 Radar: Furuno Echometer/Fishlupe. Simrad Echometer Sailor 558 RT Redifon VHF.
This vessel, which has undergone a considerable overhaul this year is a typical stern trawler with deckhouse and accommodation forward and gallows aft
At present fishing and can be inspected by arrangement with the Moray Firth Fishselling Co. Ltd., 10-12 Commercial Road, Buckie. Tel. 32152 with whom all offers should be lodged.

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BRYCE-WATERHOUSE MARINE LIMITED
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FOR SALE BY PRIVATE BARGAIN
M.B. "DAYSPRING" (FR.198)
Built of wood by J. G. Forbes & Co., Sandhaven in 1976.
Overall length: 82.2ft. — Registered length: 76.9ft.
Breadth: 23.2ft. — Depth: 10.4ft.
Tonnage: 83.49
Caterpillar D398 engine 850hp
Abroath Masuo hydraulic seine and trawl winch. AF 28in. power block, 9ihp Caterpillar auxiliary engine, Rapp anchor windlass.
Equipment Hired: Decca Mark 21 Navigator/Decca Plotter 360T
Equipment Owned: Decca RM 914 radar: Furuno FR824 radar: Elac Lez 400 Sonar: Elac Lez 44 Sonarscope: Elac Atair fishlups Lez 71/51 with DSG3: Sailor SSS 122/A105 radio telephone: Sailor 143 VHF radio telephone: Sailor 144 VHF radio telephone: Resurlone emergency radio telephone: Watch keeping receiver: Decca DM40M auto pilot.
Vessel is equipped for herring, white fish trawl and seine net and a quantity of fishing gear will be sold with the vessel.
The vessel is in excellent condition and is presently fishing at the west coast.
All enquiries to RICHARD IRVIN & SONS LTD., Shore Street, Fraserburgh. Telephone: 3192 with whom offers should be lodged.
Closing date for offers 11 a.m. Saturday November 4th, 1978

Official and Classified ADVERTISEMENTS

Continued from Page 21

VESSELS FOR SALE

LOCHIN 43ft. forward wheelhouse, GRP workboat built May 1978, two berth, Bedford 500 in 161 hp., Decca 60 radar, Sailor 144B VHF, Simrad EL. Mk. 21 Navigator, 350 T Plotter, Spencer Carter 1000lbs. line hauler, with capstan head, Spencer Carter 1 ton trawl winch, steel gantry and mizzen, 1 and side sheathing, legs to take ground, and many other extras too numerous to mention, offers around £29,000. for vessel complete with all equipment, or £17,500 without electronic and hydraulic equipment, owner buying larger vessel. For further details and photo telephone St Ives 7474 Cornwall.

PLYMOUTH Pilot 18ft. GRP workboat, 10hp reconditioned Brit inboard, open mizzen, extras, launched Mar. 1978, professionally finished, as new, £1,750 ono Telephone Lanreath 161 Cornwall

FOR SALE ex. RNLI Liverpool type lifeboat, forward wheelhouse, Ford 4D engine, 2:1 reduction, Paragon gearbox, Spencer Carter pot and line hauler, depth sounder and six man liferaft, £3,500 ono. Telephone: Ramsey 813654.

COLVIC 19ft.6in. M cruiser hull, deck and wheelhouse, unused, requires fitting-out, £1,000 or offers, with fittings. Gargoles, telephone 0482 213280

77 GRP cuddy, 12.200. David Brown 30hp marine engine, 2:1 reduction, no gear Telephone Ashington (Northumberland) 813412.

TEAL 22ft. x 7ft. 9in., petrol inboard, outdrive, fully fitted cabin, life jackets, flares, loft, dinghy outboard. £1,950 ono. Telephone: Workington 3287 after 4 p.m.

1978 26ft. Cygnus, aft wheelhouse, 110hp diesel, PRM 370 2:1 reduction gearbox, vessel in excellent condition, telephone (08064) 5054 South Coast evenings.

MT "Caprice" 90ft. overall, built 1962 and a new Calleson diesel 660hp 1975, sand blasted and galvanised, full range of electronics including Netsone. Box No. 013.

CRABBER 28ft. x 9ft.6in. x 4ft.6in., Lister engine, capstan, sounder, aft wheelhouse, mizzen. Telephone: Weymouth 74238.

23ft. fishing boat, forward wheelhouse, diesel, possible finance, sounder, Seasalce, delivery possible £3,750. Weston Super Mare 29038.

HULLS GRP mouldings, heavy duty to WFA standards, 19.5, 21 and 23ft., from £500 to £950. Peel Marine Ltd., Riverside, Teignmouth, telephone: (06267) 2324.

37ft. x 12ft. x 3.75ft., built 1972, Ford 330, Lister 15hp, Hydema K802 electronic sounder, autopilot, VHF and MF radios, two bunks, toilet, forward wheelhouse. Offers telephone: Padstow 266

MFV 40ft. x 13ft. x 4ft.6in., Dorco, steel hull, VHF., Simrad, echo sounder, Ford 103hp 2:1 reduction, stern trawler, £18,000 ono. Telephone: Hse 2840.

19ft Dell Quay fisher 1975, forward wheelhouse, Lister ST2, ferrograph sounder plus gear, £2,500 ono. Telephone: Sennen 373.

1978 Gipsy 2 for sale, 24ft. sailing cruiser with tender £6,000 ono. Telephone: Constantine 784 after 5.15 p.m Mr. B. King, Boreage Cottage, Brill, Constantine, Nr. Falmouth, Cornwall.

16ft. clinker, 7hp air cooled diesel, road trailer, good condition, £850. Telephone: Emsworth 4834.

23ft. Mitchell sea angler, Necom sounder, Seavoice, sea toilet, 18hp Petters, two bilge pumps, mizzen, £4,850 ono. Wanted bigger boat. Telephone: Cheddon 2427 or 2080.

32ft. registered fishing boat, capstan, completely refitted Ford diesel 2:1 reduction, excellent condition, any survey, offers. Telephone: Southampton 434153.

FOR SALE

KODEN NM850 AT net monitor for sale, brand new, boxed, 24v DC £4,850 a saving of £1,094 on list price. Installation can be arranged at reasonable cost. Boat Electric and Electronics, The Hive, Harbour, Troon, Ayrshire. Telephone: Troon 313395 or 313731 evenings.

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Fish top quality inshore whole fish, processed fish and kippers

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Wilson St., Peterhead
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WHITE BONDED NYLON 100 YARDS STRETCHED
22(210/6) 30 meshes deep 4" 4½" 5" at £8.64 each
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MONOFILAMENT NYLON NATURAL COLOUR. DOUBLE KNOT
.45mm 30 meshes deep 4" 4½" 4½" at £12.40 each
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LEADLINE
N2 LIGHT per 100 metres at £8.94 each
N3 MEDIUM per 100 metres at £12.96 each
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3½" at £10.26 per 100
NYLON MENDING TWINE
22 32 42 52 62 ½ kilo spools at £2.43 each
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Tel. 0422 832721 or evenings 0422 883808.

SOUTHERN Nets Limited, inshore fishing gear specialists, supply trammel, gill, seine and trawl nets. Catalogue £1.00 available from Lower Cross, Udimore, Rye, Sussex, telephone: Rye 3844 or 2155 (STD 07973). Telex 9621 Sonnet G, or the Hartlepool agent Steam Trawler Supply Stores, Fish Quay, Hartlepool. Telephone: Hartlepool 66448 (STD 0429).

MACDUFF Boatbuilding & Engineering Co. recently removed from MFV "Brighter Morn" (UL.11) during major refit. One: Gardner 4L3 70hp heavy duty 2:1 reduction mechanical gearbox. Two: stern gear with four bladed propeller. Three: Gilkes G6 bilge deck wash pump. Four: Loosie four speed, belt driven winewinch with shaft bearing star clutch. Five: washer sure mud with stays, and bottle screws, etc. All gear in good working condition and well maintained. Offers to George Watt, telephone: 0261 32241.

FOR SALE new trawl winch, heavy duty with wire guide on gear, suitable for boat 30ft/40ft. Norman Clarke, 2 Simon Avenue, Margate.

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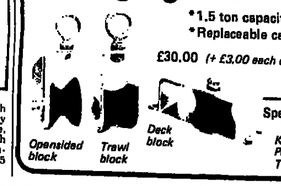

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CYLINDER blocks, four twin blocks for 200BHP Gardner, second-hand, and six liners. Telephone: Carradale 602.

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BEST QUALITY TRAMMEL NETS
Rigged with 8mm Greenfil, Leadline & 1003 Floats.
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MONOFILAMENT GILL NETS
Fully rigged as above.
0.40 twine 3½" Mesh to Fish 60 yds. x 50 meshes deep £47.05
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PLEASE ADD £2 PER NET CARRIAGE *8% V.A.T.*
We also supply wreck nets, ray nets, tangle nets, beach seine nets, eel fyke nets, beam trawls, sand eel seines, herring nets. All rigged to the same high standard. Experience counts!
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up to a standard, not down to a price

FOR sale complete Slack and Parr stern gear for 230hp Gardner, gear box, flywheel, shaft, bushes and two propellors, offers to Richard Irvin and Sons Ltd., 29/35 Commercial Road, Buckie, telephone Buckie 31286.

POTS, creels, prawn creels, entrances, spinners, also eel traps. Delmiz Engineering, 20 Church Road, Selsey, West Sussex. Telephone: Selsey 5123. Evenings 4904.

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ex. cross channel ferry seats, quantity — 160 in rows of 3 — price £10 per seat.

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SMOCKS for fishermen in 12oz. cotton canvas, strong and well made will outlast any smock you've ever had. Generous body and sleeve lengths with plenty of room for movement. Breton or boat neck style in navy, royal, breton red. State chest size £9.00 each plus 70p p&p. Money back if not delighted. A. & P. Selman & Sons, 50 Marlborough Avenue, Falmouth, Cornwall.

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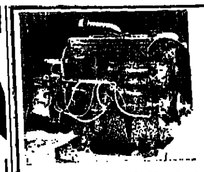

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Continued from Page 23

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November 3, 1978 No. 3403 Est. 1913 20p

COMMENT

IS THIS THE SELL-OUT?

BRITISH FISHERMEN will shortly face a rare moment of truth on their future within the EEC. And it could be a bitter pill to swallow.

Suddenly, after five years of wrangling, there is an almost indecent haste by the British Government to get a Common Fisheries Policy agreed before the German presidency of the EEC Council of Ministers ends on December 31.

All the brave and determined displays by Minister John Silkin have been negated by a time limit imposed on him by Mr. Callaghan and Helmut Schmidt, the West German Chancellor. Instead, some weeks ago, they committed themselves to getting an agreement by the end of the year. This flies right in the face of the fishing industry's opinion, which has always been that no deal was better than the wrong deal.

We suspect that an agreement has already been worked out in principle between Britain and Germany, over Mr. Silkin's head. In an interview in *Fishing News* this week, Josef Ertl, the West German president of the EEC Council of Ministers, makes it quite clear that Mr. Silkin cannot hold up an agreement by saying that the issue can be resolved at Foreign Office or Head of State level.

There is also cold comfort from Herr Ertl on 12-mile exclusive zones, which he says must embody the principle of historical access.

Mr. Silkin also now seems to be working along these lines, by agreeing to a working party from member states being set up to examine the situation of historic rights within Britain's 12-mile limit. The suspicions that surround this move could have been cast aside if the Germans and the British had clearly stated that the working party was going to apply itself to the problem of phasing out exclusive rights.

The 12-mile exclusive zone has been the very plank of British negotiations within the EEC. "Dominant preferences" and "Sea Lion's share" of a wider outer zone have always been regarded as something of a woolly solution.

If the finger of the Foreign Office is detected in this latest rush for an agreement, then we can only resign ourselves to a sell-out of British fishing interests.

Foreign Office officials are always prepared to sell their grandmothers for the sake of diplomatic relations. The capitulation to Iceland over fishing proved this.

Blockade threat as...

SOUTH-WEST 'FESTERS'

SMALL - BOAT fishermen in Cornwall are planning to blockade the port of Falmouth unless vessels over 80ft. are banned from working inside the six-mile limit. Tempers boiled over last week when a shoal of mackerel appeared off Looe and 21 trawlers and purse seiners from the North swept in and took the lot. "There was just nothing left for us in the morning," said one local fisherman.

With the season just opening up, local men feel that the situation is going to get worse for them when the bulk of the Scottish purse seine fleet arrives.

"We have just got to do something to save our livelihoods," said Penryn fisherman John Haswell, who led the move to get a blockade going last week. This action was called off at the eleventh hour and a telegram has now been sent to Fisheries Minister John Silkin urging him to bring in a six-mile ban on the big boats.

If there is no response from the Minister, John Haswell made it clear to *Fishing News* that the blockade would go ahead. Already support for this action is growing and fishermen at Mevagissey and as far as Plymouth, Devon, have indicated that they would back a blockade.

Plans for the cancelled blockade last week would have meant Falmouth being closed to all maritime traffic. Boats would have lined up across a mile long stretch of water.

Line fishermen at Penryn Quay, just outside Falmouth, claim they are now landlocked because they cannot afford to steam out to areas where the fish are undisturbed by the big vessels.

On Wednesday, last week, Ron Burrel and his two crewmen on *Theyden* were eight hours at sea for just two stone of mackerel. For the total week's work, they will take home £12 each.

"This is a typical case," said one fisherman. "There's virtually nothing to do but tie up the boats and go on the dole, or find some other work."

Falmouth and Penryn fishermen are now enlisting the help of local MP, David Mudd in trying to get their plight across to Whitehall.

Port folds

THE SCOTTISH port of Granton is to lose its trawler fleet. Following massive losses, Boyd Line is to close its subsidiary William Liston Ltd. Five side trawlers will be laid up and two stern trawlers moved to a new base. Story page 7.

Studying the States

SOME of the top British fishing talent was in the United States last week taking a look at the Boston Fishing Exhibition. During the trip, sponsored by *Fishing News*, fishermen and their families were guests of the port of Gloucester for a day and are seen (below) on the fish quay. See story page 6.

No-interest loan plans

ANOTHER £30,000 has been pumped into the Guernsey Sea Fisheries' Committee's loans scheme for island fishermen.

The committee is also to look at the possibility of making the loans interest-free.

The scheme has played a big part in improving the operational capability of Guernsey's fishing fleet.

Bigger and better vessels were now being used, Deputy John Cooper, Sea Fisheries Committee president, told the States parliament. This meant they could fish for longer and new fishing grounds had been found.

Deputy Cooper said the industry had shown remarkable growth in the past few years and the loans scheme was necessary if this was to continue.

● GATHERING of the Guernsey abalone — called the ormer locally — will continue to be limited to four tides a year, the parliament decided. The present restrictions on ormering are to remain because of a shortage of the shellfish.

One reason for the ormer's decline might well be overfishing, Deputy Cooper said.

Change of stance fears as...

SILKIN FINDS SOME 'GOODWILL' FOR EEC

BRITAIN'S ban on small-mesh nets for nephrops will not go ahead this week as planned. Fisheries Minister John Silkin describes this as a "goodwill gesture" to the EEC which he hopes will create a better atmosphere for talks on settling a Common Fisheries Policy.

The postponement of the ban on nets with less than 70mm was announced in Luxembourg by Mr. Silkin this week, where he was holding talks with the West German EEC Agricultural Minister, Herr Roehr.

At the meeting, it was decided to set up two working parties from member states to examine fish conservation and also "historic rights" for EEC vessels within Britain's 12-mile limit.

This sudden change in stance by Mr. Silkin on the 12-mile limit — which he long demanded should be exclusive — is giving rise to fears that he is ready to compromise. Suddenly there is a rush to get agreement on a Common Fisheries Policy before the German presidency ends on December 31.

The findings by the working parties will be made to the European Commission, which will then submit proposals to the agriculture Ministers' meeting, due to take place on November 20-21.

Mounts Bay awash with dead fish

DEAD MACKEREL are now polluting the Cornish fishing grounds from Mounts Bay to Falmouth because of wholesale dumping by big visiting boats which find they are over-supplying the factory ships

Close on reports by Newlyn skipper Geoff Davis that Mounts Bay is full of rotting mackerel, Falmouth skipper Derek Blight on Tuesday gave the most bizarre Press photo-call of the fishery's history.

Television and newspaper cameramen were told in advance that Mr. Blight, 31, was going to go out for a normal day's work — and that his catch would be dead on arrival in his boat.

Sure enough, when he arrived back in Falmouth at 11 a.m. on Tuesday after an early trip, he produced handfuls of dead fish that had been dredged up by his scallop gear. The pictures made newspapers and television that evening.

Mr. Blight of Mylor, is one of numerous Cornish fishermen who have already given up all hope of making a living hand-lining.

Instead he spent £3,000 on converting his boat, *No No* for scallop dredging.

But when he arrived at the normally-lucrative scallop grounds at the mouth of the Helford River — one of Britain's most scenic places — he found that the teeth on his dredger could not cut through the stacks of dead mackerel.

The Government has so far rejected appeals to attempt to stop dumping at sea as impractical. Now, with this year's winter season only a few days old, dumping has increased beyond anything seen before.

Mr. Blight claims to have witnessed an encounter between a big trawler and a Russian factory ship during which the trawler skipper was told that only a third of a 25-ton catch could be accommodated.

Mr. Blight said it was "terrifying" to see giant stern trawlers, displaced from Icelandic waters, going to and forth along the three-mile limit off the beaches of Falmouth. They were chasing the fish "like cattle," not more than half-a-mile from the hand-liners who were catching practically nothing.

The bulk of the Scottish purse-seine fleet has yet to arrive.

Unless there is Government intervention, Cornish fishermen are planning to blockade Falmouth harbour in a few days.

POLE IN THE DOG-HOUSE

THE POLISH captain of a factory trawler anchored off Falmouth was fined £200 with £20 costs at a special sitting of Falmouth magistrates last week, when he admitted breaking fisheries laws.

The court was told that Janusz Skapski, master of the Polish vessel *Martin*, had allowed a dog owned by a crew member to run about on the deck while the ship was in harbour.

fishing news

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Stern trawlers convert for mackerel fishing

Clarkwood

C. S. Forester

FOLLOWING expensive conversion work two top, wet fish stern trawlers have arrived on the Cornish mackerel grounds to start transhipping operations. Both vessels, the 170ft. *C. S. Forester* from Hull and the 127ft. *Clarkwood* from Aberdeen, are based in Falmouth.

C. S. Forester is Britain's biggest vessel in her class and will be commanded alternately by skippers Dick Taylor and Eddie Wooldridge. "This is the only fishing left open to us," said Mike Burton, chairman of Newington Trawlers Ltd.

J. Marr and Son Ltd. will act as selling agent for *Clarkwood* which is the first vessel fully owned by the Wood Group to take part in the mackerel fishing.

In what is a new departure for stern trawlers, *Clarkwood* has been fitted with a circulating seawater system.

Charles Small, a director with the Group, told *Fishing News*: "We must adapt our vessels for whatever fishing will provide the best returns for owners and crews."

He said that two skippers, Terry Taylor and Stuart Thomson, will command the vessel for alternate fortnights.

Crew members will also work a rota system of three weeks on and one week off in order that the vessel can be kept at sea all the time.

Terry Taylor and Stuart Thomson are two of Aberdeen's leading white fish skippers. For several years, Skipper Taylor's 86ft. pocket trawler *Maureen June* was the highest earning vessel in her class.

Skipper Thomson took charge of *Clarkwood* when she was delivered from her Humberside builders in 1976 and under him the vessel was Aberdeen's top ship last year with a grossing of £520,792.

Modifications to *Clarkwood* have been carried out in Peterhead by Wood and Davidson Ltd., which is part of John Wood Group Shiprepairing Ltd. The alterations have been designed to enable the vessel to sell her catches for human consumption.

With a total capacity for some 56-tons of fish and seawater, two partially insulated steel tanks have been fitted in part of the existing fish handling area under the trawl deck.

The original fish chute at the stern has been divided into two for reception of the fish into the tanks and each tank has its own steel discharge hatch.

To keep the hatch in good condition seawater will be circulated through the tanks by means of an electrically driven Gilbert Gilkes and Gordon pump.

Fish will be off-loaded with a brailer worked by a Hiab 1165A crane mounted on the trawl deck. Fishing Hydraulics (Scotland) Ltd., has supplied the crane and its power supply which consists of a Dowty hydraulic pump driven by an electric motor. A small winch also supplied by Fishing Hydraulics is mounted on the crane to help in working the brailer.

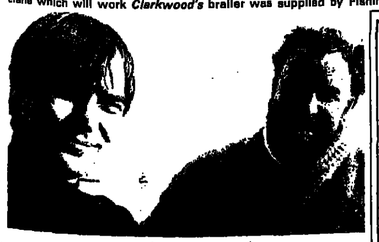
Modifications to the vessel's gear handling equipment include a heavy lift double purchase tackle block mounted on the fore gantry in order to provide a gilson lift of 20-tons.

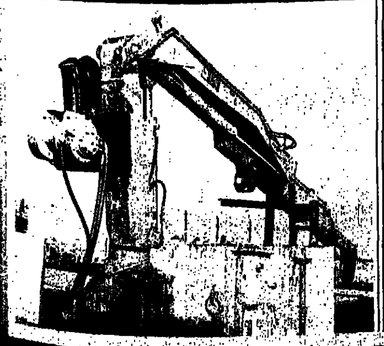
A spilling block for use in emptying the cod end down the fish chute has been hung on the stern gantry.

Rails fitted along the trawl deck will prevent heavy catches being handled on deck from rolling to port or starboard.

New fish finding aids in the wheelhouse include Elac Mittel Lodar Sonar and Sonarscope, plus Wesmar SS165 high frequency Sonar. Woodsons of Aberdeen Ltd. supplied the Elac units and the Wesmar sonar was provided through Marconi. Elac net sounding equipment is also fitted, its transducer cable being worked from an Elac electrically driven winch.

Fishing gear includes an Engel 1600 heavy duty midwater trawl which will be handled by the vessel's Hydraulik Brattvaag net drum.





Above: the Engel midwater trawl which *Clarkwood* will use for mackerel fishing. Skippers Terry Taylor (below left) and Stuart Thomson will take turns to command her. Bottom: the Hiab hydraulic crane which will work *Clarkwood's* brailer was supplied by Fishing Hydraulics (Scotland).

Above: *Forester's* now conveyor system of fish to factory trawler brailer and (below) an aft view of the deck showing support stanchions.

VON — she stirred some controversy when landing at Fleetwood.

Danish gear produced Fleetwood record

THE record-breaking £34,445 trip at Fleetwood by the Faroese trawler *Von* last week provoked a lot of interest in her gear.

Built at Campbeltown Shipyard, the 80ft. vessel was the first of the bigger trawlers in Faroe to try the range of whitefish trawls produced by Iver Christensen, in Denmark.

Under Skipper Peter Nolsoe the vessel has been carrying two sets of gear — a 550-mesh IC whitefish trawl and a new high-lift trawl in braided polyethlene. The high lift version is fitted with bobbin gear for rough bottom work.

Very good results have been recorded with the high lift trawl and two more vessels for Faroe, from Campbeltown, are taking on IC gear.

The landing by *Von* stirred some controversy at Fleetwood where it was claimed that east coast merchants had come in to lure the vessel away with the promise of better prices.

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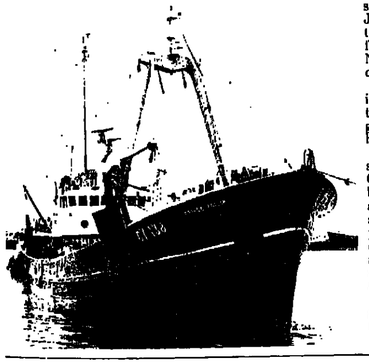

Below: *Prince Philip* losses in excess of £10,000 after the worst distant water trip.

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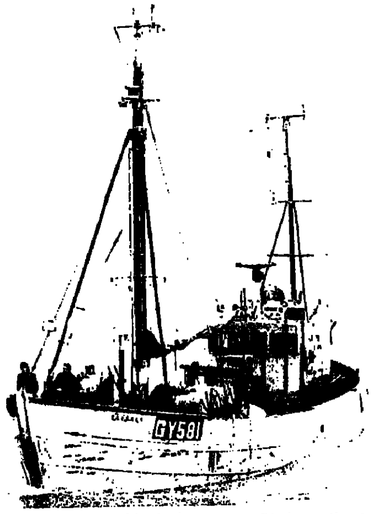

Above: *Gladnes*, the top anchor-seiner at Grimsby last week, arriving with her big haul of 306 kits. The catch, mostly of big North Sea cod, sold for £14,207, a career best for the vessel and Skipper Jorgen Olesen, which pushed her earnings this year close to £120,000.

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ASSIVE CUTS ON SHORE FISH

NFFO repeats 50-mile call

Andrew Palfreman, chief executive of the National Federation of Fishermen's Organisations, has called repeatedly for a 50-mile exclusive limit.

September this year the total British catch on haddock was 57,000 tonnes. And the British fleet is already well over the top of its probable allocation (87 per cent of the TAC) for 1979 which would run out at about 31,000 tonnes.

Only on plaice is Britain still within the probable EEC quota for 1979 if the ICES recommendations are implemented.

In the Irish Sea, ICES recommends TACs on cod down to 7,300 tonnes from the present 8,600 tonnes, plaice down to 2,500 tonnes from 4,000, and whiting — until now unrestricted — brought into line with an annual catch of no more than 10,000 tonnes.

At Fleetwood, Whitehaven and the other west coast ports the cod position looks the most serious. British vessels have been operating on the EC recommendation of an 85 per cent share of the cod and if the Government adheres to this figure in 1979 west coast vessels will have only 1,400 tonnes to go but they had already caught about 2,000 tonnes by the end of last September.

Commenting on these drastic proposals, Mr. Palfreman said: "The East European fleets have gone and other EEC member states are operating, or at least attempting to operate, a quota system of their own choosing.

"Despite this, because of so much foreign fishing, British fishermen are still threatened by the need for more and more cutbacks.

"A 50-mile exclusive limit remains essential, for only then will the British Government be able to implement the really effective conservation regime which will restore the confidence of the inshore fishing industry.

"The figures also show that the share of the total allowable catches allocated to the UK must be increased to a level which reflects her contribution to EEC resources (60 to 70 per cent) in the final settlement of the Common Fisheries Policy if the industry is to survive and grow."

Backing for factory ships

CORNWALL Sea Fisheries Committee has decided not to join the appeals to Mr. Silkin, Fisheries Minister, to force fishermen to land fish caught in British waters at British ports rather than to factory ships at sea.

At the committee's meeting in Truro last week Mr. W. H. Hocking warned that such a measure would make the factory ships leave Falmouth — taking with them a market for Cornish fishermen.

"It would be ridiculous to create a scarcity of buyers," he said.

The latest reductions in mackerel catch quotas, were welcomed by the committee, but it decided to continue to press for a six-mile limit to apply to boats more than 80 feet long.

Members also decided to continue to press for a "close season" to help the stock regenerate.

On the factory ships issue, skipper Mike Hosking said that if transshipment in Falmouth Bay was stopped, nearly all catches would go for fishmeal rather than human consumption.

It was agreed that talks should be held with Devon Sea Fisheries Committee on the subject of fish dumping at sea. Pressure to make this illegal has been resisted by MAFF because of enforcement problems.

Members considered the matter to be grave and agreed that one possibility was to send a deputation to the Minister.

N SHOCK

t as a fishing port. This Boyd Line of the closure Liston Ltd. following

fishing earlier this year.

Last year, the Liston fleet at Granton had been sustained by the performance of the stern trawlers *Arctic Challenger* and *Riever* on the south west mackerel grounds. With the new mackerel regulations which come in on November 5, it is claimed that catches for these two vessels will be cut back by 57 per cent.

Boyd's say that their crews are very bitter that an allocation of five tonnes per day per man on the Minch fishery was allowed for what was a virtual purse seine operation; now there is less than two tonnes a day per man for trawlers in the south west this winter.

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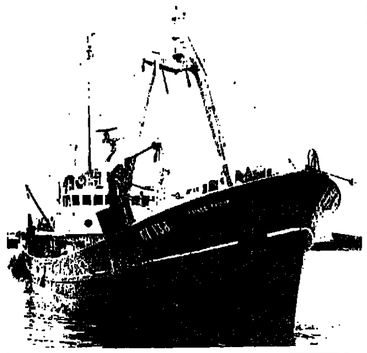

Below: *Prince Philip* losses in excess of £10,000 after the worst distant water trip.

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British fishermen and their families enjoying a day in Gloucester, on the east coast of the USA.

Boats refit while skippers take a transatlantic trip

A LOCAL high school band, the Mayor and local fishermen all turned out in the port of Gloucester on the east coast of the United States to welcome over 100 British fishermen and their families last week.

The tour, sponsored by *Fishing News* was in the United States for the Boston Fisheries Exhibition. On the first day of the trip the party were guests of the Gloucester Fishermen's Wives' Association. The day included a visit to local shipyards, a look at the fleet and a reception by the Mayor of Gloucester.

Gloucester, in Massachusetts, is the oldest fishing port in the United states.

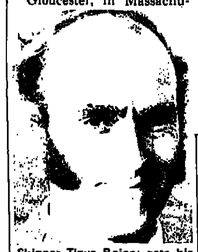
With some of Grimsby's top fishermen away there has been some reshuffling on the boats back home.

While Skipper Jens Bojen is enjoying his time-off in the States, younger brother 'Tinus' is commanding *Frances Bojen* while Skipper John 'Lemon' Richardson has moved into Jens' berth in *Margrethe Bojen*. This will help maintain the huge lead Grimsby's top earning pair has over its rivals.

However, record-holders *Jean Scott* and *Golden Venture* have stopped and are expected to fit out their Promac fish room chillers in the absence of skippers Phil Scott and 'Pete' Pulfrey. Also stopped, because Skipper Bob Collins is on the same trip, is *Ann Charlotte* and her partner *Sonia Jane*, which are refitting.

Skipper David Buley in *Sonia Jane* is taking Skipper Jorgen Bojen's *Laurits Skomager*, while he too is away. Partner *Anna Michel* will be commanded as usual by Pete Harris. All four pairs work through the John E. agency.

Some of the fishermen will be moving on to the Bahamas for a week after leaving America.



Skipper Tinus Bojen; gets his chance with Skipper 'Lemon' Richardson while his brother, Jens, takes well-earned time off to visit the USA.

WELSH MUSSELS ESCAPE OIL SPILL

MUSSEL beds at Conwy, North Wales, narrowly escaped pollution when about 100 tons of heavy crude oil, spilled at the Amlwch Marine Oil Terminal on Anglesey, was washed ashore in the Conwy estuary.

Although beaches at nearby Deganwy and Penmaenmawr were badly polluted, local mussel beds off Conwy, valued at over £20,000 were not affected.

The Conwy musselmen were extremely worried about the consequences of the spillage. John Foulkes, secretary of Conwy Musselmen and Boatmen Ltd., said: "It was grim news. The oil could have put about 36 mussel-fishermen out of a job. We have an agreement with Shell for compensation though, in case something like this happened."

Shell Oil had two tugs in the area spraying the oil slicks between Great Orme Head and Puffin Island with detergent last week. On the beaches around Conwy the use of detergent has been barred by the Ministry of Agriculture, Fisheries and Food due to the possible effects on the mussel beds in the shallow estuary waters.

Oil washed ashore was dealt with by a force of over 100 Aberconwy Borough Council workers who removed the oil by mechanical means.

A spokesman for Lancashire and Western Sea Fisheries Joint Committee, questioned about the effects of oil on the Conwy mussel beds, said the mussels could close up quickly if the oil arrived but they could become tainted.

"Heavy pollution could smother the mussels and the beds would be destroyed."

Although no oil reached the beds, the fishermen have been affected because of publicity about the oil spill has reduced demand for Conwy mussels, especially in the Midlands markets.

Tests at the Mussel Purification Station at Conwy have cleared any mussels of any tainting and the market is expected to improve as the oil is cleared.

Hake and coley steaks launched

HAKE and coley steaks are being added to the Birds Eye range of natural fish in a test market in the north of England. The new products, which are being launched in 7oz packs, have suggested selling prices of 46p for hake and 44p for coley. Both packs carry a 5p-off introductory offer and therefore provide a very economical way of purchasing natural seafood.

MASSIVE CUTS ON INSHORE FISH

NFFO repeats 50-mile call

THE NATIONAL Federation of Fishermen's Organisations is becoming increasingly concerned over ICES recommendations for a reduction in 1979 of the total allowable catches (TACs) of the major white fish species in the North and Irish Seas.

Andrew Palfreman, chief executive of the federation, has repeated the call for a 50-mile exclusive limit as the only way the Government can restore confidence among inshore operators and effectively control conservation.

The federation fears that the drastic cutbacks recommended by ICES would have very serious implications for the inshore fishing industry. For the North Sea ICES advises a total allowable cod catch by vessels from all countries in 1979 of 183,000 tonnes, a 17 per cent fall from this year's figure of 220,000 tonnes.

On haddock, the recommended reduction is about 20 per cent from 105,000 tonnes to 83,000, while on whiting the recommended TAC is only 53,000 tonnes from the present 160,000. Only with plaice, up from 95,000 to 120,000 tonnes, and soles, up from 8,000 to 13,000 tonnes, do the scientists hold out hopes of increased TACs.

The federation is worried that in 1979 the Government will work to the same proportion of cod TAC recommended by the EEC in 1978 of 42 per cent, which in round figures represents only 77,000 tonnes for British vessels.

By the end of September the British cod catch was already 83,000 tonnes. Similarly on haddock, the UK quota equal to 62 per cent of the 1978 TAC will jump to only 51,000 tonnes for 1979 and by the end of September this year the total British catch on haddock was 57,000 tonnes. And the British fleet is already well over the top of its probable allocation (37 per cent of the TAC) for 1979 which would run out at about 31,000 tonnes.

Only on plaice is Britain still within the probable EEC quota for 1979 if the ICES recommendations are implemented.

In the Irish Sea, ICES recommends TACs on cod down to 7,300 tonnes from the present 8,600 tonnes, plaice down to 2,500 tonnes from 4,000, and whiting — until now unrestricted — brought into line with an annual catch of no more than 10,000 tonnes.

At Fleetwood, Whitehaven and the other west coast ports the cod position looks the most serious. British vessels have been operating on the EEC recommendation of an 18.6 per cent share of the cod TAC and if the Government adheres to this figure in 1979 the west coast vessels will have only 1,400 tonnes to go at, but they had already caught about 2,000 tonnes by the end of last September.

Commenting on these drastic proposals, Mr. Palfreman said: "The East European fleets have gone and other EEC member states are operating, or at least attempting to operate, a quota system of their own choosing.

"Despite this, because of too much foreign fishing, British fishermen are still threatened by the need for more and more cutbacks.

"A 50-mile exclusive limit remains essential, for only then will the British Government be able to implement the really effective conservation regime which will restore the confidence of the inshore fishing industry.

"*The figures also show that* the share of the total allowable catches allocated to the UK must be increased to a level which reflects her contribution to EEC resources (60 to 70 per cent) in the final settlement of the Common Fisheries Policy if the industry is to survive and grow."

Andrew Palfreman, chief executive of the National Federation of Fishermen's Organisations, has called repeatedly for a 50-mile exclusive limit.

Backing for factory ships

CORNWALL Sea Fisheries Committee has decided not to join the appeals to Mr. Silkin, Fisheries Minister, to force fishermen to land fish caught in British waters at British ports rather than to factory ships at sea.

At the committee's meeting in Truro last week Mr. W. H. Hocking warned that such a measure would make the factory ships leave Falmouth — taking with them a market for Cornish fishermen.

"It would be ridiculous to create a scarcity of buyers," he said.

The latest reductions in mackerel catch quotas, were welcomed by the committee, but it decided to continue to press for a six-mile limit to apply to boats more than 80 feet long.

Members also decided to continue to press for a "close season" to help the stock regenernte.

On the factory ships issue, skipper Mike Hosking said that if transshipment in Falmouth Bay was stopped, nearly all catches would go for fishmeal rather than human consumption.

It was agreed that talks should be held with Devon Sea Fisheries Committee on the subject of fish dumping at sea. Pressure to make this illegal has been resisted by MAFF because of enforcement problems.

Members considered the matter to be grave and agreed that one possibility was to send a deputation to the Minister.

GRANTON SHOCK

GRANTON has bit the dust as a fishing port. This follows an announcement by Boyd Line of the closure of its subsidiary William Liston Ltd. following massive losses.

Over 150 shore-based and seagoing jobs have been lost at the Scottish east coast port with the news that the fleet of five side trawlers will be laid up and the two stern trawlers, now on the mackerel, will work from another base.

The side trawlers which will go to the wall are: *Arctic Invader, Crusader, Explorer, Attacker, Brigand* and *Rebel*. Only the stern fishers *Arctic Challenger* and *Riever* will continue elsewhere.

Boyd Line described summer fishing in the north east Arctic as "disastrous" and vessels have been losing over £2,000 a day. "Combined with the severe decline in catches of the near/middle water fleet caused by overfishing by our Continental partners and restrictions at Faroe, the Company cannot afford to sustain the losses being made. We have no option but to stop all vessels which are not operating profitably."

The Boyd Line statement also revealed that the losses in the region of £250,000 were made on the blue whiting fishing earlier this year.

Last year, the Liston fleet at Granton had been sustained by the performance of the stern trawlers *Arctic Challenger* and *Riever* on the south west mackerel grounds. With the new mackerel regulations which come in on November 5, it is claimed that catches for these two vessels will be cut back by 57 per cent.

Boyd's say that their crews are very bitter that an allocation of five tonnes per day per man on the Minch fishery was allowed for what was a virtual purse seine operation; now there is less than two tonnes a day per man for trawlers in the south west this winter.

The fleet at Granton has certainly not gone down without a fight. Boyd and Wm. Liston have been redeploying vessels into new fisheries as the limits and quota noose has closed in on them.

At one time a fleet of over 80 vessels worked from Granton.

PRESSING FOR 6-MILES

CORNWALL Sea Fisheries Committee will continue to press for a six-mile limit off the south west coast.

At their meeting in Truro last week, members unanimously agreed that while the three-mile limit and new quota system went some way to protecting the small fishermen and hand liners, it was still necessary to keep boats over 80 ft. from within six miles.

This would also protect all small boats from being out-done by the trawlers, and conserve fish stocks, members said.

The limit would include the Isles of Scilly.

Conservation of mackerel was still of the utmost importance if the fishery was to continue, said Jim Philp, chairman. He again questioned the validity of the figures issued by scientists adding that fishermen still oppose their views.

The Ministry had told him, however, they were continuing their fish-count scheme, and hoped to handle another ¼ million mackerel this year.

The committee also discussed the possibility of banning the transhipment of mackerel at sea. The scheme had been suggested by a Devon and Cornwall joint committee and supported by Plymouth City Council.

It was not greeted favourably by the Sea Fisheries Committee who said it would lead to a shortage of buyers. That would be worse than a shortage of boats, they said.

The motive behind the scheme was conservation, but if it went ahead, it would mean fish caught off the south west would be landed only at south west ports.

The factory ships now moored in Falmouth would only go elsewhere said members. The fishing boats would then follow to get the best price. It could be more disastrous for Cornwall than at present.

Mike Hosking, Porthleven fisherman, took the opportunity at the meeting to warn members of the effects stern trawlers were having on fish stocks.

He blamed them for the dumping of dead fish at sea and urged action to be taken.

The quota system allowed these trawlers to catch more than they could handle, said Mr. Hosking. Therefore, more than 40 tonnes a time was being slipped into the sea dead.

"If it were known just how many trawlers were doing this, members would be astounded by the figures," he said. "It is destroying the fishery. It is the next threat. These vessels are ruthless."

Mr. Philp told Mr. Hosking that so long as boats from all nations could visit the Cornish coast, the problem would continue. The number of boats had to be reduced.

Mob rule in Clyde 'untrue'

SIR, On behalf of Rothesay and District Fisherman's Association, I would like to put the situation described in the *reader's letter "Mob rule on the Clyde" (Fishing News,* October 20) into proper perspective.

It would appear from Mr. McVicar's letter that he has been persecuted all his life in Rothesay. Far from it. Mr. McVicar only turned up in Rothesay with a fishing boat last year.

The Clyde fleet for conservation reasons does not work on Saturdays or Sundays. Despite repeated requests, amicable and otherwise, Mr. McVicar still insists on fishing at the weekends. The other crews must find it irksome to see these measures exploited to the good of one boat, Mr. McVicar's.

Mr. Scott, to our knowledge, has never been a small boat fisherman in the Clyde. He has been working on local construction sites for the past number of years. He started with Mr. McVicar only the week their letter was written.

It is a pity that Mr. McVicar and Mr. Scott as comparative newcomers to the Clyde fishing fleet are now trying to upset the harmony which has existed for the past decade or more between all Clyde fishermen.

G. COWIE,
President, Rothesay and District Fisherman's Association,
12 Ardbeg Road,
Rothesay,
Isle of Bute.

Compensation for factory ship mess

LETTERS

SIR, *We, the members of* Assynt and Lochbroom Inshore Fishermen's Association, wish to express our appreciation of the efforts made by Hamish Gray, MP for Ross and Cromarty, during his meeting at the Scottish Office in connection with the pollution caused by visiting foreign factory ships in the Lochbroom area.

We have been given assurances that a scientific officer is to visit the area and a code of practice prepared for any future operations of this magnitude.

The foreign vessels were obviously here with the consent of our Government and it therefore follows that the Government should do all in its power to ensure that local communities and fishermen do not suffer as a result.

Having had our own divers examine the sea bed in the area of the foreign vessels' moorings, we are appalled to learn of the extent of the pollution. These moorings were in the area of one of our prime fishing grounds and if our worst fears are realised (which will not become apparent until the New Year), then we must claim for immediate Government *compensation for loss of* fishing grounds.

Last year the grounds were definitely soured by only a few foreign factory ships, so next year's prospects look extremely grim. We share-fishermen have the problem that if no fish are forthcoming, we are not simply faced with the prospect of the dole queues. We still have to make the repayments on our boats, pay insurances and maintenance costs and so on with no Government help.

In a situation such as we have experienced this year, where the number of men living aboard the factory ships by far exceeded the population of Lochbroom, there should have been, and indeed must be in the future, a strict control over the factory ships to ensure that they do not anchor over, or near to, our fishing grounds.

Legislation must be passed to give local and harbour authorities mandatory powers to control the visitors. We are not advocating in any way that the surplus mackerel be transported by road.

In the past, we have managed to co-exist reasonably well with visiting trawlers and *pursers and the mackerel boom* has obviously pleased them *and their agents and the* buyers. We are pleased that a market was found for all the mackerel surplus to home requirements (we only wish that such a market could be found for our catches!).

Contrary to the views expressed by William Mu[illegible] (Letters, *Fishing News,* October 13) we are only too aware that the Ullapool area is a fishing centre. Our main concern is to ensure that we are able to take our livelihood from fishing in the future — on grounds free from the pollution of foreign factory ships.

It must be easy for Mr. M[illegible] to criticise our views from the relatively *pollution-free* environment in which he lives. Would he have expressed the same views, we wonder, had his salmon station suffered the same pollution as our fishing grounds?

If the fish-oil which has polluted our waters and shore had been crude oil from a tanker-spill, we are sure that there would have been an immediate outcry.

We would like to call on all Members of Parliament to give their complete support to Hamish Gray in his fight to ensure that the problems created by the foreign factory vessels this year are not repeated in the future.

ALAN A. BRITTEN,
Chairman, Assynt and Lochbroom Fishermen's Association,
Ullapool,
Ross-shire.

Mackerel — a matter of limits

SIR, I would like to draw the attention of *Fishing News* readers yet again to the situation in which the inshore men of Cornwall find themselves, as yet another — quite possibly the last — winter mackerel season approaches.

We learn that we are to invaded at any time now by at least 150 vessels, which will be "feeding" about 20 factory ships. It is estimated that a mere 10 per cent of the expected catch will be channelled for home use, while 90 per cent will be exported (ah! that magic word) to Eastern Bloc countries and Nigeria.

This causes many of us to wonder how all those *"Queens Award to Industry" medallions* will be viewed by their recipients when they in turn shuffle off to join the inevitable "dole" queue.

The attitude of the "Klondykers" themselves also deserves mention; they quite understandably believe implicitly in the scientists' view — that there is little danger of British waters becoming denuded of mackerel. At present, everyone is pushing any doubt under the carpet, due to the mackerel's position as the British fishing industry's life-line.

Disregarding for a moment the all too obvious financial implications, this wholesale rape of the sea should be curbed by the Government. It would at least allow thousands of us to have a clear conscience regarding just one limited food source, of which there are precious few left.

Any man who has fished these waters knows that it is merely a matter of time before a total ban will be imposed, and who, we ask, really wants that? Certainly not the local inshore fisherman, who has earned a modest winter's wage from mackerel for many years, and certainly not the deep-sea vessel which scrapes around our (farcical) three-mile limit during the winter, for where will they then go?

No, a sensible scale of limits must be thrashed out, *one which will give everyone a living* and still leave something for a rainy day.

We in Cornwall call for far greater consideration by the Government for our stocks, for as everyone knows by now, extension of British limits is the only way left to us to halt the impending destruction of a most important link in the food chain.

RICHARD NEVILLE,
Member, Cornish Fish P.O., Cadgwith and Helford Fishermen's Society,
Ruan Manor,
Nr. Helston,
Cornwall.

Silkin on our side

SIR, It beats me how Mr. Buchanan-Smith (Conservative MP for North Angus and Mearns) has the nerve to criticise John Silkin (Letters, *"help or hindrance?" Fishing News,* October 27).

I hope that at the next election, everyone who depends on fishing for their living (and their wives) will remember that the Conservatives gave away our rights. John Silkin has since had to fight tooth and nail to salvage as much as possible.

He is doing an excellent job.

STONE,
Blyth,
Northumberland.

Robert Hewett sailing out of Fleetwood for the last time.

FLEETWOOD 'HEARTBREAK'

Two big trawlers sold

FLEETWOOD has lost its two biggest side trawlers with the sale of the sister-ships *Robert Hewett* (above) and *Ella Hewett* to Lowestoft's Claridge company. *Robert Hewett* left for her new port last week and *Ella Hewett* was expected to follow this week.

Both vessels are expected to be used on oil rig standby duties from their new port.

Their sale was described as "heartbreaking" by Mr. Peter Hewett, manager of the Hewett Fishing Co., who said of the decision: "It was forced upon us because there is simply nowhere for them to fish.

"They were built for distant-water work at Iceland, Bear Island and Norway and they are really too big for homewaters.

"The extension of other countries' limits has virtually precluded them from fishing foreign waters and now the Government has even stopped the *Ella* from fishing Rockall with its recent closure decision. They are two extremely well-found ships and I am personally very sad to see them go."

He was going to do his level best to keep the company going, he said.

Hewett's now has three near-water trawlers, *London Town, Royalist* and *Admiral Hawke* which, he said, are "losing or just about breaking even."

But there was a chance that the company might buy more vessels in the future.

The sale of the two trawlers leaves just 17 ships under the umbrella of the Fleetwood Fishing Vessel Owners' Association, with seven of these off for mackerel fishing.

Robert Hewett and *Ella Hewett* have both been highly-successful vessels at the port. *Robert* was top ship in her first year's full working when she totalled £104,000 under the command of Skipper Victor Buschini senior — now trawling manager for the firm.

Top job for seine man

ANOTHER seiner management executive has been elected chairman of the Grimsby Landing Company.

Jim Linstead, assistant to the managing director of Tom Sleight (F.S.) Ltd., Grimsby's largest seiner-owning and small boat agency, has taken over from Consolidated Fisheries' chief, Nigel Marsden.

Mr. Linstead is understood to be the first completed non-trawler representative to hold the key job of chairing the committee which ensures that the port's landing labour is fully utilised.

One of the youngest men to hold this office, Mr. Linstead has built up a big reputation in the fish docks and is a specialist in marine insurance. He joined the Ross group from school, and was formerly with Ross Trawlers and later BUT, before switching from trawlers to seiners and joining the Tom Sleight organisation eight years ago.

He has been chairman of the Grimsby planned landings committee for a long time and his vast experience in bringing in a continuity of fish supplies for the port from UK and foreign vessels made him an obvious choice for one of the most demanding unpaid jobs on the docks.

Jim Linstead.

Mr. Linstead said: "I am particularly pleased to accept the post on behalf of Tom Sleights as I feel the company has always had the interest of the port and its expansion at heart. It has pursued every opportunity to get fish into Grimsby and is still doing so."

'FISHING NEWS' TALKS TO THE MAN AT THE CENTRE OF THE EEC STORM — JOSEF ERTL, PRESIDENT OF THE COUNCIL OF MINISTERS

We recognise the UK's special position, but...

AS PRESIDENT of the EEC Council of Ministers, Josef Ertl, from West Germany, is the man faced with the task of trying to stitch together a Common Fisheries Policy after 2½ years' fruitless negotiation. But time is running short; his period of office ends on December 31.

His relationship with Minister John Silkin has been a stormy one. Ertl was born in a small mountain village near Munich, which at one time produced the jibe from Silkin: "All Ertl knows about fish is mountain trout."

The relationship between the Ministers now seems to have mellowed and in Bonn, last month, they agreed to similar differences over the Common Fisheries Policy and predicted an agreement by the end of the year. But who is going to give way?

In this exclusive interview with *Fishing News*, Josef Ertl explains the difficulties of moving towards the UK's position.

FN. How does the German Presidency assess the present position in the fisheries debate and what are the chances of the Common Fisheries Policy being concluded before its term of office ends on December 31?

JE. The Community has been endeavouring to finalise an internal fisheries system for two years. UK demands have to date blocked agreement. Eight Member States were therefore obliged, in agreement with the Commission, to apply nationally the quota, conservation, supervision and catch regulations proposed for 1978. The necessary measures to conserve fish stocks were accordingly taken and fisheries were given the indispensable orientation for 1978.

The unresolved fisheries policy is a heavy burden for the Community, both internally and externally. Serious efforts will still have to be made this year to find a solution. This depends essentially on the UK attitude.

FN. What contribution can the German Presidency make towards achieving a CFP and what will be its strategy?

JE. The German Presidency will endeavour to tackle the outstanding problems objectively and neutrally. It does not intend to invoke majority decisions to overule any delegation on truly crucial issues. It is prepared to discuss the problems bilaterally with the United Kingdom at any time, together with the Commission, in order to come closer to a solution. This certainly pre-supposes abiding by the principles of the Treaty.

A breakdown in these efforts would have adverse consequences within the Community, as the fisheries policy is of great significance to several member states in terms of economic policy. It would, however, also prejudice the Community's position as regards external matters, as the Community would be shown to be incapable of negotiation.

With these consequences in mind, we must not put off finding a solution to the problems. Thus, if a solution to the problems cannot be reached by the relevant Ministers, other political bodies such as the Council of Foreign Affairs Ministers or, if need be, the Heads of State or of Government, will have to deal with them.

FN. Does the postponement of the UK General election and the continuation of Mr. Silkin as Fisheries Minister affect the chances of reaching a settlement?

J.E. The postponement of the elections ought to make it possible for the technical issues relating to fisheries to be resolved calmly. The prospects for an agreement should not, in my view, depend on one entity, as the issues involved concern each individual Government.

FN. What are the main obstacles to reaching a settlement and how can they be overcome?

JE. The main obstacles to the negotiations which have been going on for two years are the United Kingdom demands, which do not, in the opinion of the other member states, comply with the Treaty. This is particularly true of the UK demand that the traditional fishing rights within the 12-nautical mile zone should be discontinued, even though these rights are enshrined not only in the Act of Accession but also in the 1964 London Convention.

There is a further obstacle in the fact that the United Kingdom wishes come up against the ban on discrimination, which is one of the basic principles of the Community.

Lastly, the negotiations have been hampered by the fact that UK wishes have not been adequately quantified. The Commission and the Council have both repeatedly sought to obtain information on the matter, but this has proved unsuccessful to date. As a result that specific negotiations on UK wishes are impossible.

FN. Since the informal Berlin agreement last January, the CFP debate has been represented as the UK versus the other eight Member States. Does you not recognise that the UK has many not recognise that the UK has special fishing interests and how do they be accommodated within the CFP?

JE. All member states, and in particular the German Federal Government, have always recognised that the United Kingdom has special interests as regards the fisheries policy. We have also all endeavoured during the negotiations which have already been going on for two years, to take these special interests into account. Thus, the UK demand for many fish species were very largely adjusted during the discussion on the allocation of quotas, although other member states also have essential interests in this.

Furthermore, all the partners showed readiness to accommodate the United Kingdom's wishes with regard to the sensitive fishing zones by accepting very complicated and administratively expensive fishery regulations.

FN. What precedent is there for Member State sharing their resources with the rest of the community?

JE. Participation by a member state in natural resources of other member states is an important principle of the EEC.

The principle of free access to supply is reflected in several articles of the Treaties of Rome. It is implicitly mentioned in the following provisions:

— Freedom to acquire and lease land (Article 54(3)(e) of the EEC Treaty);

— equal access to the production of steel (Article 3(b) of the ECSC Treaty);

— equal access to sources of supply, etc. (Article 53(1) of the EAEC Treaty);

— freedom of establishment and to pursue activities as self-employed persons (Article 52 of the EEC Treaty).

The parallel to this principle is that the Community has laid down financing regulations to facilitate financial transfers (e.g. monetary situation, Regional Fund, Social Fund, EAGGF).

FN. What is the German reaction to the UK's demand for:

- **Exclusive fishing rights up to 12-miles;**
- **a "lion's" share of quotas up to 50-miles;**
- **proper conservation measures that are adequately enforced?**

JE. I have already given a brief outline of the basic German position, which is, moreover, shared by seven delegations. I would now like to go into more detail:

The demand for an exclusive zone of 12-nautical miles conflicts with the principle of free access to fishing grounds, as laid down in Article 2 of Regulation No 2141/70 and confirmed in Article 100 of the Act of Accession. The derogations from this principle provided for in Article 101 were granted only subject to the explicit maintenance of traditional fishing rights (Article 100(2) and (3)). In this way the special importance of this state of affairs, sanctioned by historical considerations, was taken into account.

— The demand for a lion's share within 50-nautical miles is not only discriminatory, but would also mean that the allocation of quotas amongst member states — to be negotiated — would come to an end through this preferential right.

— As regards the UK's wish for adequate conservation measures, I can only state that all member states share this wish wholeheartedly, and the UK is surely not alone in this demand.

FN. What is the German reaction to the series of British national conservation measures?

JE. We are concerned that the UK Government, by refusing to give its acceptance of Community conservation measures, is providing itself with a pretext for invoking unilateral national measures.

We hold, and all other Member States share this view, that such unilateral measures are discriminatory, and we expect the Commission, as guardian of the Treaty, to take the necessary steps. Eight Member States called upon the Commission, at the most recent Council meeting, to take such steps.

Before the smiles hardened: Josef Ertl and John Silkin in Brussels early last year. Their relationship has not been an easy one.

'MINI' STERN TRAWLER

THE first mini-stern trawler (above) based on the 25ft. Mk II GRP hull produced by Treeve Marine of Cornwall took to the water last week. This versatile small boat for Bill Rushmere of Lowestoft is also fitted for lining and potting.

An ex-oil rig derrickman, Bill Rushmere intends to work the boat — named *Elsie May* after his mother — single-handed. He decided to buy this boat after a visit to the West Country Boat Show at Plymouth.

The hull is built from glass fibre supplied by Strand Glassfibre Ltd. of Plymouth. The hull is hand-finished and the craft fitted out to very high specifications using heavy duty traditional timber.

The timber cabin on *Elsie May* is a one-off construction in best mahogany and first grade plywoods.

She has a timber wheelhouse, watertight deck and equipment which includes, for the first time, a new Treeve TM ¼ ton hydraulic winch. This has two warping drums, dog clutches, capstan head, and brake bands on each warping drum.

Mizzen mast

She has a TM-made gantry mounted aft, and this incorporates a mizzen mast and sail, and radio aerial. There is a Seavoice radio and a Detmar sounder, both supplied and fitted by Seabourne Electronics of Plymouth.

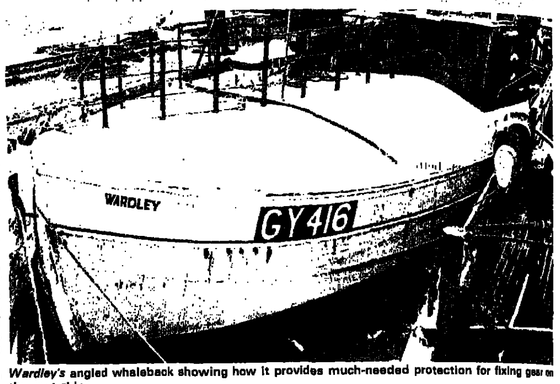
Power is supplied by a fresh-water-cooled Lister HRW3MGR2 engine with a manual gearbox. This drives a 20 x 14 propeller.

Mounted aft of the engine is a Treeve Marine ½ ton trawl winch.

Elsie May has Wagner hydraulic dual station controls steering. She is one of the first of this class of boat built by Treeve Marine to be fitted with a semi-balanced underhung rudder.

The hydraulics are driven off the stub shaft of the Lister, which also drives a TM system II, 1,000 lb. pot line hauler with friction clutch and 6in. capstan head mounted above self-hauling sheaves.

This is the 18th boat built by Treeve Marine on their DS 25 hull. Nine more are being built, and they have orders for a further nine. Strong interest is also being shown by African countries.



Wardley's angled whaleback showing how it provides much-needed protection for fixing gear on the port side.

INSHORE at Grimsby

A MONTHLY FEATURE

THE IMPORTANT matter of safety at sea has been well to the *fore* at Grimsby lately. Austin Mitchell, the port's MP, blown "willy-nilly" in a storm around open decks during his seiner trip this month, is pressing hard for new measures to improve safety, while the progress of the Tom Sleight-agented *Ocean Reward* — bought from Scotland with her now widely accepted Scottish-type shelter deck — will be closely watched by the big pair operators.

It is highly questionable though whether this sort of shelter could be applied to Grimsby's anchor-seiners and inshore boats because of their size, machinery layouts and methods of working the gear.

Certainly the Danes, who generally lead the field in improvements on anchor-seiners and small trawlers, have yet to come up with anything really practicable save p.v.c. splash and wind breaks, so the initiative this time may come from Grimsby.

On this theme, one very interesting development has come from Skipper Eric Lose who has fitted a very deep angled whaleback to his inshore gill-netter *Wardley*. The whaleback is heavily tapered in favour of the port side where it falls away into an unbroken splash guard running almost to midships.

Protection

The advantages of such protection, especially for setting up the gear, are obvious and with the onset of winter Skipper Olaf Christensen in *White Bank*, Grimsby's other gill-netter, is having an identical installation fitted. The Wardley job, which included resiting the main mast on the whaledeck, was done in Denmark, but *White Bank* is being fitted by Consolidated Fisheries seiner repairs division in Grimsby.

Consols, the agents for both vessels, would have done the Wardley whaledeck, but were awaiting the delivery of metal rolling equipment which has since arrived at the Riby Square workshops.

Certainly Skipper Ronnie Reeves, the former 'Don' middle-water skipper with BUT, who brought *Ocean Reward* down from Scotland to be Grimsby's first vessel with a fixed shelter deck, is very much in favour of anything to improve life on deck.

He told *Fishing News*: "If technology can put a man on the Moon and bring him back I don't really see why we shouldn't have better comfort for the fishermen in 1978."

Grimsby's new plumbing team David Hobson (left) and Brian Greensmith whose gamble of setting-up on their own after redundancies is beginning to pay off.

Ronnie gave up a top career stretching back 17 years in trawlers to take on the 84-ton *Ocean Reward*, powered with a 425 hp Caterpillar and almost completely rebuilt in 1975.

He said: "Look around these docks and see the way things are changing. I thoroughly enjoyed my time in trawlers, but I reckon I've 30 years of fishing left in me and you must move with the times. It has not been a quick decision and I have been thinking about a change for two years."

He chose *Ocean Reward* because he wanted a versatile boat capable of fishing all over the place, including those favourite middle-water grounds, both as a pair-trawler and a single boat.

After alterations to the vast fish room, the gallows and the addition of a Rapp Hydema multi-sheeve net hauler, *Ocean Reward* got off the mark pair trawling at the end of October.

Pairs

There is now even more interest in the North Sea fleet, especially the pair trawlers, from former trawler skippers.

Among the big names recruited recently are skippers Dave Scott, Ted Cotton, Wallace Wilson, "Cocker" Mussell and even Johnny Meadows is showing a keen interest. Meanwhile, established men like Phil Scott, Colin Spall, "Pete" Pulfrey and Roger Younger were all one-time deep-water skippers of repute who have successfully made the change.

It was indeed Roger Younger who this month lost one of the largest-ever single hauls ever made by a Grimsby team when *Green Valley*, in partnership with *Geiser*, saw thousands of pounds worth of dogs and big cod vanish when the net gave way through the sheer weight of fish.

Under better conditions (they were hauling in a force 8 gale) the chances are that they would have saved more than the 100 kits recovered and the fact that the net, a Cosalt Gemini pair trawl getting on for two years old, even succeeded in heaving something like 50 tons deadweight to the surface speaks volumes for the Cosalt gear.

The Grimsby firm is also having a wonderful run of success with the Concord range of inshore box trawls and supplies most of the top vessels, not only at Grimsby but at many other ports.

It has just supplied the former pair trawler *Ellen* with a 90-foot Concord and, with her Kort nozzle, she should do well single-boat trawling under Skipper Eddie Grant, another top distant-water skipper to switch down.

The Concord trawl must also share the credit for the extraordinary performance this year by the pocket trawler *Victory*, another Tom Sleight-agented vessel.

She had three poor years before explosives expert Tom Walkley bought her and put Skipper George Reader in charge. Last month *Victory* chalked up grossings of £100,000-plus since George took over, about a year ago, and now has passed this tally for 1978 alone!

Only the big pair teams and the seiners *Rasmine*, *Dorny*, *Edlei*, *Guldborg* and *Rosenborg* can boast better returns.

The steel vessel was out for a six-week refit and now, resplendent in a dazzling colour of scarlet with a bright blue funnel (sadly without a flag emblem), has written her way into the record books.

The only blot on the horizon for Mr. Walkley is that *Edna-Sue*, his twin-engined steel inshore building near Portsmouth, is unlikely to be ready until after Christmas.

Tom Walkley — the explosives expert and one-time fisherman — who has put the pocket trawler *Victory* into the big time.

As the anchor-seiners lay up for the winter there is time to reflect on a truly outstanding year. Consolidated has set tongues wagging with its decision to fish six of its 'borg'-seiners through the winter.

The vagaries of weather may have the last word here, but the way the fleets were still hammering into cod and dogs at the end of October the firm may be setting a precedent others will wish they had followed.

Consols will also be working the seiners *Iris Dean* and *Lynmay* through the winter as inshore trawlers and the only real disappointment in this camp has been the decision of Skipper Svend Nielsen to quit. His privately-owned seiner *Kevan* has been put on the market.

The other October addition, *Sarah Thinnesen* (GY 386), has been much admired and Skipper Allan Thinnesen has undoubtedly picked up a vessel with scope and capacity for multi-purpose work from his shopping spree in Denmark which, for once, is not bluff-bowed.

After fitting of an SL Simrad sonar she is pair trawling with *Melissa Louise* until the winter sprats set in.

Another ex-Dane imminent is *Jytte Goth*, bought to operate through the Danbrit agency as a pair trawler. The vessel, re-engined in 1974 with another Caterpillar, will be renamed.

Refits

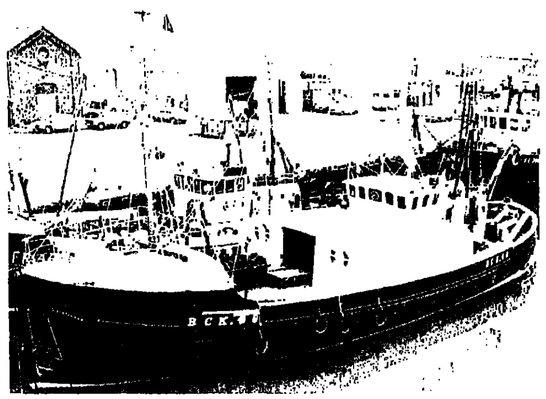
The slipways were very busy through October, largely with annual refits on Yorkshire vessels drawn to the port because of the high standards shipwrights Ernest Leggett and Bridges & Salmon have established. There's more work on the docks now and among the first for Leggetts was the complete redecking of *Tanana*; and there were several other big jobs in the pipeline.

On the subject of pipes, the port's newest firm, Greensmith & Hobson, is also getting busy. It's a two-man show at the moment but Peter Greensmith — 30 years' experience — and David Hobson — 15 years — are much in demand after redundancies when Sir Thomas Robinson's plumbing section closed earlier this year.

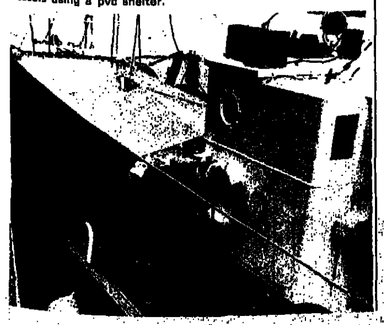
The pair have sunk their capital into gear and premises in Murray Street, behind Olsens.

Last month this column ended with a tale about a rat and this time it does so again. But the rat this month is a human one who sneaked on Skipper Jørgen Bojen's pair trawler *Laurids Skomager* and stole charts and records recording 20 years of work.

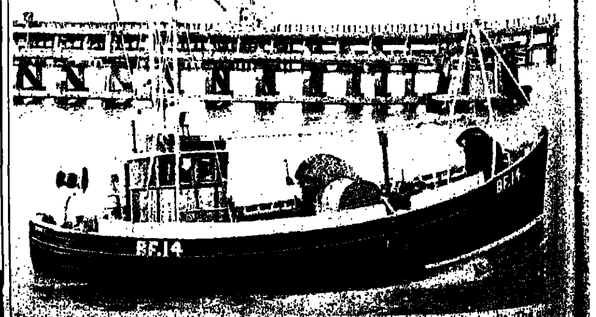
TOM WOOD



Ocean Reward, (right) Grimsby's first vessel with a fixed shelter deck which Skipper Ronnie Reeves (above) is now commanding after 17 years at the top in the big boats.



The inshore gill-netter, *White Bank* (above) which is following *Wardley* and fitting a whaleback and port splash shelter, and (below) the inshore trawler *Jill-annon* — one of the few Grimsby vessels using a pvc shelter.



The tiny fly-shooter, *Prosperation* leaving Grimsby after her annual overhaul and refit. The work at Grimsby's shipwrights is a big attraction to these vessels.

Effects detergents have on molluscs

"CAN YOU tell us what effects the detergents being sprayed on recent oil spillages off the coast of Wales are likely to have on mussels and cockles on beds around Anglesey?"

■ As far as I know, they will not have much adverse effect.

Since the time of the *Torry Canyon* disaster, scientists attached to the MAFF Fisheries Laboratory at Burnham-on-Crouch have been investigating the effects on commercial fisheries of untreated, dispersed and artificially sunk oil.

A large number of commercially produced detergents or dispersants have been tested for their toxicity to fish and shellfish, and in the process efficient, low-toxicity dispersants, a thousand times less toxic than those used to deal with *Torry Canyon's* oil, have been developed.

Investigations into the toxic effects of sunk oil on marine organisms have been continuous and results so far indicate that they are likely to be quite small on mussels, cockles and other shellfish.

The laboratory's work on pollution and other potentially detrimental developments covers toxicology and scientists specialising in pollution dangers benefit by sharing the same quarters with scientists who have extensive personal knowledge of the shellfish resources of England and Wales.

Expert answers to this and any more specific questions you may have about dangers to mussels and cockles around Anglesey can therefore be obtained from: The MAFF Fisheries Laboratory, Remembrance Avenue, Burnham-on-Crouch, Essex, or the Ministry's Laboratory at Conway.

Low price hydraulic haulers

"WE WORK pots, longlines and occasionally a beam trawl with our 18 ft. beach boat, using a capstan, belt-driven off the engine, to do the hauling.

"We are having a new boat built and would prefer to install a hydraulic instead of a mechanical hauler in it if we can get one at a reasonable price. Have you any suggestions as to where we can do so?"

■ It is possible that Suffolk Marine Engineers have one or two Pettersen power blocks for sale at a lower price than any other hydraulic haulers currently available. It is a type of hauler designed specifically for use in 18-30ft boats.

The hauler's sheave is made of aluminium and it weighs about one hundredweight. Hauling power is up to one ton at a speed of about 50ft. a minute. Maximum width of the head is 9 in. and its height above the rail when installed is 19 in.

A hydraulic pump designed to be driven by V-belt from the engine, a control unit for adjusting speed and direction of rotation of the sheave, and a two gallon hydraulic fluid tank are supplied with it.

If a speed of 50 ft/min is not fast enough for you when hauling lines, a line hauling sheave which will bring them in at about 160 ft./min. can be fitted together with or in place of the main sheave. Both are mounted on hinges so that you can swing them inboard when you want to go alongside.

The control unit, which you fit near the hauling head, has two valves in a single housing. One is regulated by a handle and with it you can start the sheave, adjust its speed and stop it. The other is regulated by a wheel and with this you can adjust static pull to ensure that, when you are hauling lines, the sheave will stop at a given load when you are hauling at full speed.

Installation of a Pettersen hauler is a fairly straightforward business and if you have a basic knowledge of hydraulics in addition to some mechanical skill, you could probably do the job yourself. Otherwise any competent marine engineer is likely to be able to carry out the work satisfactorily.

If you prefer a hauler with a capstan head, one of two currently being produced by Treeve Marine for installation in its Cove and other small boats might suit you.

The TM.1 is capable of a pull of 600 lb. and the TM.2 of a pull of 1000 lb. Each has 4 in. or 6 in. cast iron capstan head driven by a Danfoss motor mounted on a cast iron base plate. Power unit is a Vickers Sperry-Rand vane pump mounted on a base plate and coupled to a Kell friction clutch driven by V-belt.

Each is supplied with a four-way control valve — forward / neutral / reverse / pressure relief — reservoir tank, tank inspection cover, overflow pipe and 100 micron filter. Self-hauling sheaves can be supplied if required.

Further details and prices of these haulers are obtainable from: Suffolk Marine Engineers, The Old Maltings, Wickham Market, Suffolk or Treeve Marine Ltd., Treeve Lane, Hayle, Cornwall.

High strain swivels

IN *Fishing News*, October 13, when describing swivel clips made by Finch and Partner in Tonbridge, I said: "To offer clips with swivels attached is a brilliant idea, provided the swivels are made of stainless steel which they appear to be."

I said "provided they are made of stainless steel" because I used to find that, in Australian waters, swivels made of inferior alloys used to corrode very quickly inside the barrel.

It was not possible to detect this interior corrosion by external inspection and it only became evident that it existed when sudden strain caused by tuna or barracuda taking a lure, parted a swivel.

I have since received a letter from Finch and Partner to say that the sample swivels they sent me were not made of stainless steel but of nickel-plated brass. And they went on to explain the reason for this and to reveal some enlightening facts about swivels.

The reason for fitting nickel-plated brass swivels to their clips, they said, is that small swivels wholly made of stainless steel are not obtainable. The barrels only, of those advertised as being made of it are in fact made of the metal; the loops are made of a different alloy.

They had found that electrolytic action between the different metals tended to cause corrosion internally and a general weakening of such swivels.

They contend that the nickel plating on the swivels they supply does not normally deteriorate on account of electrolytic action, and for this reason, are best while swivels wholly made of stainless steel are unavailable. They are, however, willing to fit any type — and size — of swivel to their clips.

Shortly before their letter arrived I received one, enclosing some sample swivels, from a manufacturer in Wales. In it he said that the steady influx of cheap swivels of indifferent quality from the Far East was causing him to seek outlets other than to anglers for his quality swivels. He wanted to know whether there might be a demand for them among commercial fishermen.

If swivel clips are used increasingly by inshore longline fishermen, there is going to be a demand by them for high quality swivels which will not corrode.

I can't tell by looking at them what metals are used in the manufacture of his Dexter Hi-strain swivels but they merit consideration for fitting to clips or any other purpose for one particular reason.

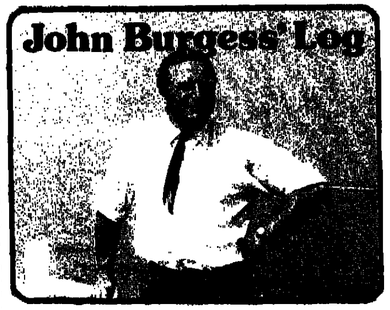
Instead of being graded in conventional numbered sizes, they are graded according to their safe working strain — their maximum loading before distortion which is about half their breaking strain.

If you are after big fish you can get Hi-Strain swivels with a safe working strain of 65lb. (29 kg); otherwise in eight different grades down to swivels with an SWS of 7 lb. (3 kg).

Particulars and prices of them are obtainable from: The Dexter Products Co., Llanerch Road, Llanfairfechan, Gwynedd, Wales.

The firm also makes a new type of spinner which may be of interest to mackerel fishermen.

John Burgess' Leg



Kingfisher charts

"DO KINGFISHER charts cover the east coast of Scotland? If so, how can I find out the numbers of those I want and where can I get them?"

■ Kingfisher Home Waters charts cover practically the whole of the east coast of Scotland and Kingfisher Inshore Charts cover certain sections of it.

One way to find out the numbers of those you want would be to get a catalogue from the Commercial Stores, 164 Market Street, Aberdeen, Chatterton Securities, 15 Bernard Street, Leith or the WFA Industrial Development Unit, St. Andrew's Dock, Hull and note the area covered by each chart in the indexes enclosed with each catalogue.

The indexes could be described as charts of charts for they depict the area which each chart covers and give its number. You can therefore practically see at a glance those you are likely to want.

If you are in any doubt, you can use latitude and longitude scales imprinted on the indexes to determine more precisely the area which each chart covers.

You can buy the charts direct from the IDU, the agents mentioned above, or if more convenient, from John Lilley and Gillie Ltd, Clive Street, North Shields.

Plastic lures

NOT SO long ago a reader in the Isle of Man wanted to know where he could get lures for catching pollack and I told him about a type imported from Norway.

He bought them and later wrote to say that they had proved most effective.

However I have since found out where ones of the same quality and probably equally effective, can be bought for less than imported ones.

They are known as Westender lures and are made by Peter Distin at 3 Corea Terrace, The Rectory, Stoke, Plymouth, Devon.

Among them are silver/green lures specifically designed for catching pollack, red ones which are as likely to attract pollack and big bass and silver lures which resemble small sandeels designed for capturing pollack as well as bass and mackerel.

The bodies of all Westender lures are made of plastic and each is fitted with a plastic tail designed to make it lifelike in the water.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.

£100,000 aid for Grimsby's retraining plan

FISHING VESSEL owners at Grimsby have persuaded the Government to make a grant of £100,000 towards a pilot scheme for the practical retraining of redundant trawler officers and men from Grimsby and Hull in small boat fishing.

The scheme, briefly announced in *Fishing News* last week, is being run exclusively by Grimsby Fishing Vessel Owners' Association and is scheduled to start in January 1979. Courses will take place entirely at sea and they are the direct result of a year's non-stop pressure on the training services division of the Manpower Services Commission in London and Leeds by the association's training chairman, Murdo Macinnes, and its recruitment training officer, John Simpson.

The retraining will concentrate on three main aspects of small boat North Sea fishing: anchor-seining, fly-shooting and mid-water trawling for pelagic species.

If the experiment is the success the association is hoping for, it will be extended on a national basis to the other main fishing ports in 1980, but initially only trawlermen from the Humber may apply.

Mr. Simpson said he was delighted that at last the association had succeeded in convincing the commission of the vital need to retrain skilled trawlermen in new methods of fishing which would keep them in the industry. Plans were in hand to charter a suitable vessel as the scheme's "school" for groups of five or six men over a five-week retraining period.

Skipper Tom Christensen, one of Grimsby's most knowledgeable seiner skippers, has been appointed chief instructor and the position of instructor-mate is expected to be filled shortly.

Mr. Simpson told *Fishing News* that they expected to retrain a minimum of 60 men during the first trial year. To qualify for a course a trawlerman must apply himself and will then be interviewed by a committee consisting of the training officer, Mr. Macinnes, Skipper Christensen, and a representative of the Manpower Commission. Selection would be based largely on the applicant's past record within the industry and his aptitude and abilities, he said.

John Simpson (left), Grimsby Fishing Vessel Owners' Training Recruitment Officer. He has been pressing for the go-ahead to commence practical retraining of trawlermen for almost a year. Right: one of Grimsby's most experienced seiner skippers, Tom Christensen, has been appointed chief instructor for the scheme.

Most of the candidates are expected to graduate into Grimsby's expanding seiner fleets and from this class of vessel the transition to pair trawling can be made without too much additional training, although the possibility of incorporating pair trawling into the syllabus has not been ruled out.

Only 24 hours before the scheme was announced angry trawler officers who have lost their jobs because of the trawling industry's alarming contraction at the port met Austin Mitchell, Labour MP for Grimsby, to press for Government action and financial compensation.

The officers also urged Mr. Mitchell to persuade the Government that laid-up tonnage, with nowhere to fish, could be used for fishery protection work.

And they were anxious to secure a retraining programme so they could rejoin a different section of the industry.

In reply, Mr. Mitchell told them he was extremely disturbed and felt the men had the right to be bitter over their plight. He agreed to do all he could to help, but added that a decision on compensation had been held up largely by the EEC.

VISIT TO BRITTANY

TWENTY skippers and other representatives of the Scottish Federation of Fishermen's Co-operatives are making a four-day visit to Brittany this weekend to look at fish markets and processing facilities.

The federation's sister organisation, Fishing Co-operatives Trading (Scotland) Ltd., is expanding by opening a retail warehouse on November 28. The premises will be at 142 West Granton Road, Edinburgh.

Top Cygnus man moves to new yard

CHRIS 'FUB' BROOK, partner in the highly-successful fishing boat building firm Cygnus Marine, has resigned.

He is going into partnership building boats with Chris George of Bryce-Waterhouse Marine Ltd., of Diglis, Worcester.

Chris Brook has decided to concentrate "on a small, highly efficient business building up to 12 boats a year." With Cygnus he has sold over £2m. worth of boats in five years.

He told *Fishing News* he wants to get the price of fishing boats down to a very competitive level.

"With the cutback in WFA grant and loans, fishermen will have to consider being without government aid and this is possible if the boat's price is right."

Bryce-Waterhouse hopes to trim 20 per cent off the going rate for completed GRP boats by keeping overheads down to a minimum and operating very efficiently.

Chris Brook

"There will be no reduction in quality and the Bryce-Waterhouse yard has already been visited on two occasions by WFA surveyors," he said.

Bryce-Waterhouse will be main distributors for Thornycroft engines, PRM gearboxes, Cambridge stern gear and Spencer-Carter hydraulics.

Although Chris Brook has cut all personal business ties with Cygnus, Bryce-Waterhouse will be a main stockist/distributor for Cygnus GM glassfibre hulls.

Worcester — in the middle of the county and two miles from a motorway — is "an ideal location for both building fishing boats and distributing parts," according to Mr. Brook.

Bryce-Waterhouse hopes to offer a 24-hour delivery service on spare parts. The yard is on the River Severn, a seven-hour steam from the Bristol Channel.

At present Cygnus has boats and hulls worth £400,000 on order.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£13,559: *Prince Phillip*, Boston (Sk. F. W. Gray), 462k, WS/NC, 23 days.

£14,098: *Laurids Skomager*, £7,272, (Sk. Jorgen Bojen), 203k, and £6,826, *Anna Michelle*, (Sk. P. Harris), 202k, both John R., NS, 13 days.

Middle water

£27,492: *Ross Cougar*, BUT (Sk. J. Major), 946k, W, 15 days.
£25,335: *Ross Tiger*, BUT (Sk. C. L. Smith), 759k, W, 16 days.
£22,427: *Ross Zebra*, BUT (Sk. W. Salt), 665k, W, 15 days.
£20,299: *Ross Cheetah*, BUT (Sk. T. Ross), 705k, W, 15 days.
£17,325: *Ross Panther*, BUT (Sk. W. Stokes), 509k, W, 17 days.

North Sea

£12,864: *Lepanto*, Lindsey (Sk. C. Crow), 380k, NS, 15 days.
£11,089: *Tokio*, Taylor (Sk. J. Gladwell), 281k, NS, 14 days.
£9,381: *Lofoten*, Lindsey (Sk. A. Nation), 242k, NS, 13 days.

Seiners

£14,207: *Gladnes*, Jubilee (Sk. J. Olesen), 306k, NS, 16 days.
£13,965: *Sonderborg*, Consol (Sk. O. Pedersen), 287k, NS, 17 days.
£11,774: *Margaret*, Hamling (Sk. T. Nielsen), 305k, NS, 15 days.
£11,532: *Edlei*, Sleight (Sk. L. Gravesen), 307k, NS, 15 days.
£11,011: *Bekimael*, Consol (Sk. A. Bojen), 322k, NS, 16 days.
£10,687: *Saxon King*, Sleight (Sk. B. Emerson), 287k, NS, 17 days.
£10,300: *Coirealach*, Sleight (Sk. D. McKenny), 259k, NS, 17 days.
£10,007: *Gadus*, Consol (Sk. O. Jensen), 222k, NS, 14 days.
£9,762: *Martin Norman*, Sleight (Sk. J. Eggholm), 264k, NS, 18 days.

Pair teams

£29,012: *Leanda*, £15,871, Danbrit (Sk. B. Nejrup), 446k, and £13,141, *Caenby*, Sleight (Sk. J. Lee), 362k, both NS, 17 days.
£20,193: *Skanderborg*, £12,389, (Sk. A. Mussell) 359k, and £7,804, *Kathleen*, (Sk. T. Scorer), 238k, both John R., NS, 15 days.
£16,531: *Grenaa Star*, £8,785, (Sk. K. Yates), 305k, and £7,746, *Grenaa Pearl*, (Sk. M. Potterton), 284k, both Danbrit, NS, 13 days.

Gill-netters

£6,000: *White Bank*, Consol (Sk. O. Christensen), 110k, NS, 6 days.

Belgian trawlers

£24,314: *Marbi (O 33)*, Hamling (Sk. P. Van Billemont), 624k, NS, 9 days.
£18,908: *Zephyr* (Z 571), Hamling (Sk. D. Rappe), 443k, NS, 13 days.
£13,553: *Juhel* (O 198), Hamling (Sk. N. Hennaert), 294k, NS, 10 days.

HULL

£6,442: *Samora*, Chapman (Sk. J. L. Nahsen), 193k, NS, 18 days.

FLEETWOOD

Faroe

£34,445: *Von*, Ward (Faroese), 919k.

Homewater

£13,608: *Boston Stirling*, Boston (Sk. W. Bridge), 870k, 12 days.
£8,370: *Replenish*, Ward (Sk. W. Ansell), 200k, 14 days.
£1,648: *Lady Peta* (Sk. H. Chantler), 42k.

Pair teams

£50,505: *Navena*, £27,383 (Sk. J. Burns), 850k, and £23,122, *Armana*, (Sk. T. Christy), 677k, both Marr, 17 days.

ABERDEEN

£17,679: *Jasmin*, J. Wood Group (Sk. E. Parker), 468k, F, 15 days.
£10,916: *Ross Mallard*, BUT (Sk. J. Barclay), 306k, S, 12 days.
£8,856: *Janwood*, J. Wood Group (Sk. J. Smith), 254k, F, 17 days.
£8,601: *Lindenlea*, BUT (Sk. J. Masson), 271k, S, 13 days.
£8,457: *Cedarlea*, BUT (Sk. J. Campbell), 276k, S, 11 days.
£7,476: *Wyre Conqueror*, BUT (Sk. B. Speirpoint), 258k, WC, 14 days.

LOWESTOFT

£15,273: *Yoxford Queen*, Talisman (Sk. P. Thomas), 530k, NS, 12 days.
£15,207: *Barnaby Queen*, Talisman (Sk. C. Craig), 431k, NS, 12 days.
£14,786: *Gillingham*, East Coast (Sk. B. Bowler), 428k, NS, 12 days.
£13,709: *St. Patrick*, East Coast (Sk. D. Beaford), 465k, NS, 12 days.
£13,363: *Huddersfield Town*, East Coast (Sk. J. Peek), 384k, NS, 13 days.
£12,445: *Ripley Queen*, Talisman (Sk. J. Deacon), 383k, NS, 12 days.

NORTH SHIELDS

£14,565: *Ben Lora*, Irvin (Sk. R. Sheader), 23,264kg, NS, 11 days.
£8,328: *Ben Meidie*, Irvin (Sk. E. Williams), 22,040kg, NS, 12 days.

Under 80 ft.

£11,316: *Congener*, Irvin (Sk. A. Morse), 18,240kg, NS, 4 days.
£9,186: *Lindisfarne*, Irvin (Sk. J. Bailey), 13,953kg, NS, 4 days.
£6,785: *Fisher Rose*, Irvin (Sk. R. Clarke), 14,160kg, NS, 4 days.
£5,898: *Scarlet Thread II*, Irvin (Sk. T. Buchanan), 8,345kg, NS, 3 days.
£5,213: *Bonaventure*, Caley (Sk. T. Bain), 11,468kg, NS, 4 days.
£4,808: *Sharon Vale*, Caley (Sk. D. Moodie), 8,828kg, NS, 4 days.
£4,127: *Rose of Sharon*, Caley (Sk. A. Moodie), 8,218kg, NS, 4 days.
£3,745: *Sharon Vale*, Caley (Sk. J. Moodie), 7,120kg, NS, 4 days.

GRANTON

£10,771: *Arctic Invader*, Liston (Sk. Robert Brown), 448 cwt, NS, 13 days.
£7,493: *Arctic Crusader*, Liston (Sk. John Banyard), 300 cwt, NS, 13 days.

MILFORD HAVEN

£8,210: *Picton Sealion*, Norrard (Sk. T. Salter), 161k, 12 days.
£6,758: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 129k, 11 days.
£5,054: *Rosevear*, Norrard (Sk. J. Manson), 113k, 8 days.
£2,105: *Arthur Harvey*, (Sk. F. Reynolds), 36k, 6 days.

KEY: **BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.**

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Westerly: *Osako, Ross Genet, Ross Jackal, Ross Jaguar, Ross Kelvin, Ross Lynx, Ross Tiger.*

HULL

Expected during the week from White Sea and Norway Coast: *St. Giles* and *St. Gerontius.*

PORT MARKETS

FRIDAY, OCTOBER 27

DUBLIN

1,172 boxes from Howth and Achill met a fair demand. Whiting was the main variety. Prices *per lb*: lobster, £2/£3.65; prawns, 20p/82p; prawn tails, 50p/65p; black sole, £1.30/£1.40; slips, 40p/45p; brill, 20p/30p; turbot, 20p/£1; dabs, 6p/7p; cod, 20p/26p; codling, 12p/17p; whiting, 8p/14p; plaice, 8p/38p. Prices *per box*: round whiting, £5/£8; ray, £10/£27.90; mackerel, £4/£5.

RYE (SUSSEX)

14 boats landing. Prices *per stone*: plaice, £4.60; whiting, £1; dabs, £2.20. Prices *per lb*: large Dover sole, £1.40; medium, 90p; slips, 80p.

MONDAY, OCTOBER 30

GRIMSBY

13 boats landed a moderate supply of 3,700 kits, which met a good demand. Prices *per stone*: shelf cod, £5.80/£6.50; codling, £3.80/£4.80; large haddock, £6.40/£5.90; medium, £3.80/£4.60; small, £2.80/£3.50; medium plaice, £7; best small, £4.70/£6.40; large skinned dogfish, £6.60; medium, £6; saithe, £2/£2.50; rockfish, £3.40/£2.80; large lemon sole, £8; medium, £7.50.

MILFORD HAVEN

387 kits from two boats. Prices *per 8 st. kit*: large cod, £36.50; medium, £30; large plaice, £40; medium, £28/£35.60; small, £17.50/£19; turbot, £138; whiting, £15; Dover sole, £172/£176; slips, £117; tongues, £72; brill, £56; squid, £42; large ray, £42/£46; medium, £25/£30; small, £18/£23; dogfish, £10.

FOLKESTONE

14 boats landing. Prices *per stone*: large cod, £4.05; medium, £3.30/£3.50; codling, £2.50/£3; whiting, £1.15/£1.65; pout whiting, 85p/£1.10; skate, £3.30; lemon sole, £5.40/£6.50; plaice, £5.90/£6.65; conger, £3.50/£4.15; monkfish, £7.50. Prices *per lb*: large Dover sole, £1.30/£1.38; slips, 66p/85p; large turbot, £1.05; medium, 80p/85p; small, 60p/68p; large brill, 60p; small, 40p/45p.

TUESDAY, OCTOBER 31

NEWLYN

Prices *per stone*: mackerel, price range from 90p to 50p, according to size; red mullet, £13.50; large monk tails, £9.50; medium, £7.50; small, £5.50; large whiting, £3.80; small, £1.20; pollack, £3.80; large pouting, £2.20; small, £1; large plaice, £5; medium, £3.80; small, £2.70; gurnards, 90p; large lemon sole, £6.50; medium, £4.20; small, £2.50; large Dover sole, £22; medium, £17.50; small, £10.50; haddock, £5.60; large ray, £5.60; large medium, £3.50; small medium, £2.80; small, £1; turbot, £19.80; large cod, £4; large dogfish, £1.80; medium, £1; small, 60p; ling, £2.70; large conger, £2; medium, £1.20; small, 80p; large brill, £10.80; medium, £7.60; large John Dory, £14; medium, £8.20; small, £5.80; squid, £8.50. Price *per lb*: bass, £1.15.

FLEETWOOD

Prices *per 10 st. kit*: cod, £38/£53; plaice, £26/£60; dogfish, £18/£23.60; monkfish, £35; roker, £21.60/£46; whiting, £10/£20; Dover sole, £110; brill, £50.

ABERDEEN

214 tonnes from 42 North Sea boats. Prices *per cwt*: mackerel, £7.80/£10; cod, £34/£38; large codling, £31/£41; medium, £29/£36; small, £22/£30.80; ling, £21/£22; tusk, £16; saithe, £20.15/£24.50; large haddock, £31.40; medium, £28.40/£36.50; small, £16.30; whiting, £6.30/£24; hake, £25/£28; lemon sole, £39/£78; plaice £28/£45.

LOWESTOFT

1,130 kits from four boats. Prices *per 10 st. kit*: whiting, £10; cod, £38/£46; large plaice, £43/£47; medium, £46/£52; small, £38/£50; codling, £22/£45; large haddock, £44/£50; roker, £48; small roker, £38/£42; small haddock, £15/£34; large turbot, £174; small, £75/£90; lemon sole, £45/£57; Dover sole, £235; slips, £150; brill, £45/£65; dabs, £20/£33; monkfish, £70; catfish, £24; dogfish, £20/£30.

FRASERBURGH

1,159 boxes from 41 boats. Prices *per stone*: best lemon sole, £6.60/£7; small, £4/£5; small hake, £2.50/£3; skate, £5; small witches, £1.80/£2; selected, £3/£3.20; megrims, £4. Prices *per box*: large haddock, £35; selected, £28/£30; small, £18/£26; small codling, £24; selected, £26/£30; cod sprags, £30/£41; best plaice, £5/£5.30; small whiting, £10.60/£15; small plaice, £4/£4.20; monkfish, £36; dogfish, £9; skate patches, £15/£16.

PETERHEAD

6,248 boxes from 49 boats. Prices *per stone*: cod and large codling, £5.30/£6.10; medium codling, £4.60/£5.90; small codling, £2.70/£3.60; round whiting, £2.10/£2.30; coalfish, £2.80/£3; monkfish, £5.30/£5.80; ling, £2.60/£2.90; plaice, £3.60/£5.10; large whiting, £3.10/£3.40; medium, £2.70/£3; small, £2.40/£2.60. Prices *per box*: large haddock, £33.50/£41.50; medium, £28.40/£32.40; small, £22.50/£26.80.

EYEMOUTH

Prices *per 7 st. kit*: medium codling, £25.50/£28.50; best small, £24.60/£27.60; small, £20/£22.60; small haddock, £20.50/£23.60; small whiting, £8.60/£12.10. Price *per 4st. box*: cuts, £1. Price *per lb*: lobsters, £2.70.

BRIXHAM

Prices *per stone*: plaice, £3; turbot, £20; large whiting, £2.60; small, £1; Dover sole, £21; skate, £10.50; ray wings, £5.60; dabs, £2.50; small, £1.40; squid, £1; monkfish, £9; ling, mackerel, 60p. Price *per dozen*: escallops, £1.60.

WEDNESDAY, NOVEMBER 1

NORTH SHIELDS

Prices *per 40 kilo unit*: large cod, £33/£33.75; medium, £30/£31.50; selected medium, £30/£32.75; selected small, £27.75/£28.75; small, £21.75/£25; medium haddock, £33/£33.50; selected small, £26/£29.50; small, £18/£21; selected whiting, £10/£12; small, £6/£8; large lemon sole, £9; medium, £48; small, £27.50; large plaice, £31; medium, £28; small, £28.50; large dogfish, £10; medium, £8.50/£10; small, £7.50.

BUCKIE

100 boxes from two boats. Prices *per stone*: cod, £4.30; codling, £3.50; medium codling, £4; small, £3.50; large haddock, £7; round whiting, 90p; monkfish, £5; lemon sole, £7; plaice, £3.50; dabs, £2; skate, £4; large prawn tails, £32; small, £7.

BILLINGSGATE

ON TUESDAY 236 tons were delivered. Average selling prices on merchants' stalls: rainbow trout, 60p/70p; soles, tongues, 40p/45p; slips, 50p/55p; medium, 80p/£1.90; large, £1.75/£1.85; eels, £1.25; foreign smoked salmon, £3; *per lb*: large turbot, £2.30/£23.80; medium, £12.60/£16.80; small, £7.70/£9.80; large brill, £7/£9.10; medium, £4.20/£4.90; small, £2.80/£3.50; English plaice, 40p-24lb, £5.80/£6.30; large halibut, £25.90/£28; medium, £25.90/£28; small, £14/£18.20; selected lemon sole, £8/£10; large witches, £4.25/£4.75; small, £3.25/£3.75; headless home water cod, £6.50/£8; fillets, shelf cod, £11.30/£13; bulk, £9.50/£10; bream, £10; coalfish, £5.80/£7.20; haddock fillets, £11/£13; home water haddock chats, £4.50/£4.60; kit, £4.50/£4.60; gibbets, £5; jumbos, £6.40; selected whiting, £2.80/£3.60; small, £1/£2.50; small English dogfish, £3/£7.50; large, £5/£9.50; mackerel, £2.50; fresh herrings, £5.50; London cured dry haddocks, £9.40; dry fillets, £11; golden cutlets, £9.40; filleted kippers, £8; selected kippers, £6; sprats, £2.50; bass, £16.80; red mullet, £6.72; squid, £8.50; large roker, £10.50/£11.30; medium roker, £7/£9; small, £3.80/£5; red mullet, *£19.60; large conger eel, £3.60/£4.40; small, £2.80/£3; per stone.*

SHELLFISH

SELECTED lobsters, £2.85/£3; unsorted, £2.30/£2.80; crabs, over 3lb, 35p/70p; under 3lb, 20p/50p; small, unsorted, 8p/30p; prawns, 65p/80p; per 5 oysters, £15/£28; *per 100*; Scotch winkles, £17; Irish winkles, £17.10; *per cwt*: whelks, £8.75; *per bushel*: mussels, Scots, £3.75; Irish, £6.25; *per bag*: shrimps brown, £1/£1.60; English cockles, £2/£2.30; *per gallon.*

FROZEN FISH

ATLANTIC salmon, £1.35; Japanese, £1.38; scampi, £1.40/£4; hun soam, 40p; red mullet, 43p; barbound, 60p; haddock, 56p; *per lb*: fillets, plaice, £9.10; cod, £8; haddock, £8.20; squid, £4.90/£5.33; kippers, £7.80; *per stone.*

Official and Classified ADVERTISEMENTS

Tel: 01-353 6961 **Telex: 21977** Sysmag

PLEASE NOTE NEW RATES
Semi-display £3 single column centimetre, £7.50 s.c.i.
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Vessels For Sale and Situations Vacant 13p per word.
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All adverts under 7 insertions MUST BE PREPAID.
Telephone by noon MONDAY or write:
Classified Advt. Dept., Fishing News, 110 Fleet Street, London EC4A 2JL.

VESSELS FOR SALE

36ft. MFV., 50hp Petter 3:1 reduction, Grapli sounder, one ton winch, three trawls, doors. £4,500 ono. Gourd survey. Telephone: Frinton on Sea 3441.

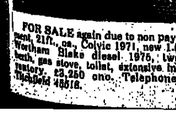
MFV "Cronelis", 70ft. steel hom/steel side/pair trawler, built 1981, 2000hp 375rpm bronze diesel engine recently overhauled. Lister engine 110 volts recently overhauled, plus 24 volts for emergency lighting, four drum Lucy trawl winch, hydraulic steering, Kelvin Hughes radar, Sailor radio, Furuno echo sounder, VHF all ship's property. Decca Navigator on hire. Vessel still working also fishing gear included in sale price. £42,000. Telephone: Hull 0482 226203 or 506851.

Lobster 28ft. long, 10ft. beam, 4ft. draft, mahogany double diagonal construction, fitted stern tube, tail shaft and propeller. Ideal for conversion to cabin cruiser. £2,000 each.
Rootes Ulster diesel marine engine with gearbox £980. Perkins 6.354 diesel marine engine with gearbox £1,650. Perkins P6 diesel marine engine with gearbox £950. Foden diesel marine engine with gearbox £950.
BRIDGE SUPPLY CO.
Keighley
Telephone: 0535 605511
Telex: 517161

26ft. Dixon built clinker potter/trawler, 1964, forward wheelhouse. Lister twin 30hp., Swanch three quarter ton hydraulic pot hauler, Seavoice VHF all new 1977. Ferrograph G500, sale includes two trawls, one set doors and warps, water dredges, one beam trawl. £7,400 ono. 36 Roberts Road, Totton, Hants. telephone: 0703 449897 evenings.

NEW steel 35ft. x 11ft. x 4ft.6in., hatch built by Akkermann, Thorpcroft 120hp type 380 3:1 reduction, forward accommodation and wheelhouse with VHF and sounder all new. Vessel fitted out to high standard. For any application telephone: Workington 62177 after 8pm for details.

ASSAULT CRAFT
Limited number in stock. 17ft. Mk. V six. 100% heavy duty aluminium. These tough, multi-purpose craft can be purchased under the following conditions:
No 1 Hull, army green, no thwarts £350
No 2 Hull, repainted, with thwarts £425
No 3 Hull, army green, no thwarts plus second-hand long shaft clutch model, Seapup outboard £475
No 4 Hull, repainted, with thwarts plus second hand longshaft, clutch model, Seapup outboard £475
FOR FURTHER DETAILS TELEPHONE 03012 356



FOR SALE again due to non payment, 21ft., on Colvic 1971, new 1.5 Westland Blake diesel, 1976, two berth, gas stove, toilet, extensive inventory, £9,250 ono. Telephone: Hailsham 43618.

BEAMER, under 25 tons, built '52 of oak, 43.82/30.24 x 13.84 x 4.3ft., Deutz SA6M716, 180hp, Reintjes 3:1 ..... £9,500

BEAMER built '58 of oak, 44.28/36.82 x 14.45 x 4.3ft. under 25 tons, Henschel 150hp, Reintjes 3:1 ..... £11,500

SIDETRAWLER under 25 tons, built of oak '52, 53.8/47.7 x 16.7 x 5.0ft., Modag 180hp/500rpm. L & S 2:1 ..... £18,400

SIDETRAWLER under 50 tons, built 1970 of Iroko, 79.8/72.3 x 22.0 x 11.5ft., Deutz SBF12 M716, 400hp/1500 rpm, Reintjes 4:1, engine overhauled 1977, gearbox new 1976 ..... £70,000

SIDETRAWLER under 50 tons, built 1970 of oak, 79.5/72.3 x 21.0 x 10ft., Caterpillar D353TA 420hp, new May 1978, Reintjes 3.2:1 new May 1978, extensive overhauls May 1978 ..... £95,000

SIDETRAWLER under 25 tons, built 1960 of steel, 54.8/49.7 x 16.7 x 9.3ft., Deutz SFB8M818 380hp/1800rpm, new March 1978, Twin Disc 6:1 new March 1978, VP propeller new March 1978 ..... £100,000

For more details and photographs of the above and many more trawlers please contact:
HANS-ROBERT JOEL, Master Mariner
Schiffahrt Weg 28,
2000 Schenefeld, Germany.
Dial direct 010 459 941800 or 0104940 8307552

36ft. x 14ft. x 4ft. 6in., new January 1978, aft wheelhouse, dinker built lobster and line boat, larch on oak with iroko sealed deck, powered by 120hp Perkinsmarine Ford 3:1 reduction, PXF one ton capstan, mizzen and derrick, dual station, hydraulic steering and dual Morse controls, Sailor 111 VHF, Sailor 120 receiver, 1050 Decca radar, Simrad FL sounder, Decca 150 auto pilot and six man liferaft all ships property. Decca Mk 21 on hire. HIDHI grant transferable to approved purchaser. Price £9,000. Box Temple Iona Victoria Street, Stromness, Orkney, telephone: Stromness 281.

"DAY DAWN" 50ft. x 15ft.6in. x 5ft.6in., Weatherhead 1947, Gardner 6LW and 3:1, wheelhouse, bulwarks, tripod mast, derrick, jilsons new 1970, McDuff six speed seine winch with travel conversion, Hydema power block, K.H. 17 radar, K.H. M833 sounder, Furlew R/T., Sailor VHF all boat's property. Gray Thomson, telephone: Bigton (Shetland) 272 evenings.

32ft. GRP senior marine, built 1972 to DTI standards, twin 70hp Fords with inertia start, Jabsco bilge and deck wash, new fuel tank, teleflex steering, two six man inflatables, Simpson Lawrence electric winch, Ajax RT, Seascribe sounder, load line certificate, 12 passengers, telephone Barmouth 280248.

FERRO cement stern trawler, 38ft. x 11.6ft. x 5.8ft., engine Ford 112hp 1976, boat built 1971, VHF, echo sounder, navigator, plotter, liferaft, offers over £16,000. Telephone: New Romney 3797 or Hythe (Kent) 67077.

FOR SALE new Cygnus GM37 crabber, aft wheelhouse, two berth accommodation, fitted with Fiat CP3M 50hp marine diesel, vessel fitted with one ton Celtic Shaw "A" frame forward, fitted with hauling block. Ship's property includes Sailor R/T., 1148 Decca 060 radar, Decca autopilot and Graphic echo sounder. On hire Decca Navigator already installed. Sale include six man liferaft, 300 new crab pots. The above mentioned vessel can be inspected in Weston Super Mare, and will be launched in early November. Also for sale Cygnus 26ft. hull, and frames at below list price. Interested persons please contact Weston Workboats, telephone: 0934 31491 evenings.

MFV "Status Quo", 26ft. x 8ft. 6in. x 2ft. 6in., heavily constructed carvel built, reconditioned BMC 1.5 diesel, new TMP 2:1 hydraulic gearbox, Morse controls, echo sounder, compass, electric bilge pumps, all lights, some fishing gear, many extras, finished to a high standard, excellent workboat, any survey. £4,800. Telephone: Hull 58700.

ROSS MACKENZIE BOATBUILDING
CYGNUS WORKBOATS
16ft., 18ft., 19ft., 21ft., 26ft., 32ft., 37ft., 42ft. fitted out to owners requirements
POLDICE 35ft., 38ft., 43ft., in steel, to W.F.A. spec. Designed by Gary Mitchell.

HOLTON 24
HULLS NOW AVAILABLE
Moving to:
COBBS QUAY, POOLE
Telephone (0202) 674771

EXTREMELY well kept MFV., 32ft. x 12ft. 6in. x 4ft., larch on oak, cruiser stern, new electrics, worth while viewing. McCarthy, Teelin, Carrick, Co. Donegal, Eire.

NEW 31ft. x 10ft. x 3ft. 6in., stern trawler, quarter inch steel plate, flush deck, forward wheelhouse, navigation lights, Ford 110hp, PRM 2:1 approx 150 gallons fuel capacity, stern gantry, net, Ronny, propeller inspection box £9,750 plus VAT. Telephone: Newhaven 4889 (Sussex).

BUILT 1973, 30ft. x 11ft. x 4ft. 6in., carvel, iroko on oak, Perkins 72hp capstan hauler, after wheelhouse, radar, VHF., MF ferrograph sounder, lots of extra gear, suitable for gurdies, trawling, potting, oyster ling, angling, £9,250 ono plus VAT. Telephone Cowes 5838.

31ft. x 11ft. Mitchell sea angler, GRP., two berth, Ford 108hp diesel, Seavoice VHF., Ferrograph 800, electric capstan, deckwash and bilge pumps, eight man Avon liferaft etc., licensed for 12. £9,500 or will sell less engine. Jones *Railymawr, Whiteland*, Dyfed, W. Wales, telephone: Llanboley 303.

CHEVERTON Champ 19ft. angler with wheelhouse and forepeak, economical Lister Inboard. Telephone: Whitborn 521.

27ft. Lower stern trawler, BMC diesel, built 1978 ..... £6,750
26ft. Versatility carel boat, Volvo diesel, built 1978 ..... £8,000
25ft. Steel decks workboat, Lister diesel £6,650
22ft. Chevertin workboat, Lister diesel £2,950
21ft. Carvel decks workboat, Petter diesel £1,600
19ft. Dell Quay Fisherboat, Yamaha 20hp £1,600
Vendors of steel trawlers between 50-100ft. please contact us.
Yanmar mini tug diesel pole plate £140,000.
SOTTERELL BOATBUILDERS
Harbour Road, Rye Harbour, Sussex
Telephone Rye 2575

55ft. x 13ft. x 3ft. 6in. passenger launch, D.T.I. 1978 class six, 55 passengers, can be increased, has been used for angling parties, twin Perkins engines, well maintained, survey report available, £7,000 o.n.o., telephone 0262 75663.

1978 Gipsy 2 for sale, 21ft. sailing cruiser with tender 16,000 ono. *Telephone: Constantine 784 after 5.15* p.m. Mr. B. King, Barnoe Cottage, Brill, Constantine, Nr. Falmouth, Cornwall.

EX H.S.L. 50ft. x 14ft. 6in. x 4ft. 9in. Barnet class life boat, aft wheelhouse, cabin, mast ships, re-engined 1974 with twin Gardner 6LX diesels, S.P.3., MRP 350 HD 2:1 gearboxes by Pelican Engineering Ltd., speed 10 knots approx. Morse control, Ferrograph 1750 Mk II and 1st sounder, Seavoice VHF, Decca Mk. 21 on hire. Hydraulically operated capstan, Beaufort 6ft6 and MFR liferafts, then 1977, increased 12 passengers, ideal angling safety vessel telephone Bangor 0248 53804 (evenings).

36ft. hard chine angling boat, large forward wheelhouse, six cylinder Leyland with Borg Warner box, Furuno 24 mile radar, Cortvett VHF., Depmar echo sounder all boat's property. £6,500 for quick sale, berthed Whitby. Telephone Beddington (0262) 70218.

1976 stern trawler, purpose built, part one registered, 42ft. x 13ft. x 6ft., welded steel construction, GM 150hp engine 3:1 reduction, hydraulic two ton winch, insulated fish room, radar, auto pilot, radio, sounders, wired for Decca, refitted as new. Lying Plymouth. Telephone: 0752 62310.

COBLE 32.3ft. x 11ft. 8in. x 3ft. 7in., Ford 4D forward wheelhouse, Furuno sounder, hydraulic hauler, Morse controls, propeller and s/s shaft all fitted new 1978. VHF on hire. Vessel offered at £4,750 ono. Sale will include creels, nets and extras. Owners purchased larger vessel. Telephone: 0241 77219 or 78795.

FOR sale 42ft. Belgian MFV. Volvo 180hp marine engine, MF, VHF radio, Simrad sounder, Decca 21 on hire, vessel rigged for crabbing, trawl winch and gallows available, £5,500 ono, telephone Padstow 532369.

21ft. Cygnus GM part completed, heavy duty hull, interior stiffening, galv. keel bands and stem band. Heavy iroko guard rails and one ton ballast included in. £2,400 plus VAT or complete in any stage. The Sandbanks Yacht Co. Ltd., Telephone: Canford Cliffs (0202) 707500.

32ft. registered fishing boat, capstan, completely rebuilt Ford diesel 2:1 reduction, excellent condition, any survey, offers. Telephone: Southampton 434153.

240hp side trawler, length 51.3ft., width 18.6ft., draft 8ft. Decca on hire, R/T., echo sounder and four man liferaft, boat's property. Under 25 tons, at present fishing, offers around £10,000 considered. Telephone: Newton Abbot 68657 evenings.

FOR sale fishing trawler, about 38ft. 6in. x 16ft., complete with all fishing gear. Box No. 009.

FOR SALE
MB "PERSEVERE" (LH 444)

Built of steel in 1974, lengthened in 1976.
Length overall 97ft., breadth 22.5ft., depth 11ft., main engine 600hp Mirrlees Blackstone.
The vessel is fitted with a Karmoy hydraulic winch, Karmoy hydraulic seine net winch, Anchor Windlass and boom swinger, a Rapp Hibs crane and 24in. power block and net drum, rope reels and deck shelter are being installed in the vessel at the moment and the sale will include this equipment. A Rapp fish pump is also fitted on the vessel.
The vessel is fitted with all modern fishing and navigational aids, including Elac Mittal Iorlar Sonar and Scope.
A considerable quantity of fishing gear is to be included in the sale.
The vessel is fitted for seine net and trawl and could easily be fitted with RSW tanks.

Further details can be had by contacting MR. P. JOHNSTONE, 2 COSFORD ROAD, PORT SETON. Telephone: 0875 812236.
Offers should be lodged with CALEY FISHERIES (PETERHEAD) LTD, 11 HARBOUR STREET, PETERHEAD before 12 noon on Thursday 9th November 1978.

FOR SALE BY PRIVATE BARGAIN
MFV "OCEAN HARVEST" (BF.145)
Built of wood in 1966 by Richard Irvin & Sons Peterhead
Overall length 70.1 ft., registered length 73.5 ft., beam 20.5 ft., depth 9.3 ft. ton nage 93.31
The vessel was fitted with a 500hp Kelvin engine in 1974, auxiliary engine 22hp Lister, Airblasts combined hydraulic seine net and trawl winch, hydraulic steering 24in power block installed 1977
EQUIPMENT OWNED Woodons sounder and fishlops, Sonar Iodarscope VHF radio autopilot, Intercom Kelvin, net monitor
EQUIPMENT HIRED Decca Mk 12, Decca radar, Plotter, Marconi VHF Radion VHF, Furuno radar, Seafand 30
A quantity of fishing gear will be sold with vessel Vessel is meantime fishing at the West Coast
All enquiries to
CALEY FISHERIES (PETERHEAD) LTD.,
1 DALYMPLE STREET, FRASERBURGH,
Telephone FRASERBURGH 3241 with whom offers should be lodged by 12 noon on Friday 11th November, 1978 unless sold prior to date.

CYGNUS BASED
FISHING VESSELS, WORK BOATS AND YACHTS
WELL ENGINEERED, WELL FINISHED & VERY COMPETITIVELY PRICED
CONTACT CHRIS BROOKS
BRYCE-WATERHOUSE MARINE LIMITED
DIGLIS WORCESTER 383284

FOR SALE BY PRIVATE TREATY (SUBJECT TO WFA APPROVAL)
M.B. "ATLANTIC STAR" (PD.177)
Built of wood by Forbes, Sandhaven in 1973
Overall length 74.0ft., depth 9.3ft., breadth 21ft., gross tonnage 48.10.
Gramo 550hp engine, 33hp Lister auxiliary engine, hydraulic winch, AP power block in 1977 a deck shelter and 2in. Diesel pump were fitted.
Equipment head: Two Decca Navigators Mark 21 and Decca Plotter, Marconi VHF.
Equipment Owned. Elac echomaster and fishlops. Elac sonar and scope. Sailor R/T and VHF with digiscan. Decca 914 radar and Furuno radar.
The vessel is fully equipped for seine net and herring pair trawl, and will be sold with a large quantity of gear, including 3 pair trawls, 4 seine nets and approximately 28 coils of 2in. seine net rope, and 220 units of Hytex buoys.
The vessel, which is in excellent condition, may be inspected in Peterhead Harbour by arrangement with Arthur McLean, 8 Eden Drive, Peterhead — Telephone 2844 with whom offers should be lodged in sealed envelopes or by arrangement with Caley Fisheries (Peterhead) Ltd., 11 Harbour Street, Peterhead. Telephone: 2414.
Closing date for offers 10th November 1978

FOR SALE BY PRIVATE BARGAIN
M.B. "OCEAN HERALD" (BF 102)
Built of wood in 1966 by James Buchie. Overall length 71.3ft., breadth 20.1ft., depth 8.1ft., tonnage 48.62. Fitted with a 192 Gardner engine, completely overhauled in September 1977. Petter auxiliary, Sutherland 2ton winch six speed, Brooke sonar, whelmbrook, power block. Decca Mk.21., Kelvin Hughes with beacon expander recorder, Kelvin Hughes radar and echo sounder, VHF., Sailor R/T — all on hire. Atlas monotones, emergency R/T — owned. A quantity of seine net gear to be sold with vessel. The vessel has completed requirements under the new safety provisions rules and will be sold with a S11 certificate.
Offers in writing only should be sent to JOHN BROWN & SONS (Aberdeen), — 27 Commercial Road, Buckie, from whom further particulars can be obtained, by noon Saturday, 11th November, 1978.

Official and Classified ADVERTISEMENTS

Continued from Page 17

VESSELS FOR SALE

FOR SALE MB Santa Maria, built 1946 of larch on oak, overall length 36ft., tonnage under 25, engine Kelvin 120hp — only 800 hours run, vessel fitted with lobster clam tanks, with pump and 3 cu. ft. compressor, also Kelvin Hughes VHF, radar, sounder all ship's property. Offers to Geo. Walker & Sons (FV) Ltd., Mallaig, telephone Mallaig 2305 in writing by November 10th.

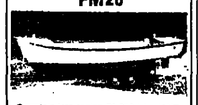
20ft. x 9ft., carvel fishing boat, 6 plus on sawn oak, built 1970, 30hp Ford Thornycroft, excellent condition, hydraulic g/box. Sale includes fishing gear and spare g/box. £5,200. Telephone: Gennoe (Cornwall) 3541.

COASTWORKER 32, twin Ford Dolphin 70hp, registered, electric pot hauler, four man liferaft, Seascribe autopilot, VHF, electric windlass, fish tank, galley, wc, two berths, ideal angling boat, £12,000. S. Wales. Telephone: Tenby 3619, Manorbier 478.

37ft. x 12ft. x 3.75ft., built 1972, Ford 330, Lister 15hp, Hydema K804 Centronic sounder, autopilot, VHF and MF radios, two bunks, toilet, forward wheelhouse. Offers telephone: Padstow 286.

34ft. carvel licensed angling boat, forward wheelhouse, Ford 4D, VHF, Ferrograph, £4,000 telephone Plymouth 77318.

IN STOCK
PM20



Complete less engine £1,390 (plus VAT).
Fishing boats based on PM20 and PM21 hull at any stage of completion.
CAMBRIAN QUAY MARINE
Cardigan, Dyfed.
Telephone: Cardigan 3327.

MOTOR boat, heavily constructed, teak on oak clinker built, 30hp Parsons Pike diesel engine, marine ply dodger aft. At present undergoing refit £18,500. Telephone: Shoreham (0273452) 3222.

40ft. x 12ft. x 4ft., carvel built motor boat, wheelhouse and cabin forward, Parsons 120hp 3:1 reduction gearbox, hydraulic steering, Seavoice VHF. Telephone: Portaferry 2017. 200a Shore Road, Portaferry, Co. Down, N. Ireland.

FISHING smack, 30ft. x 9ft. 6in. x 4ft. 6in., 36hp Lister, 2:1 reduction, capstan, £2,500 ono. Trawl net and doors. Telephone: Maryport 3468.

"CHILDRENS FRIEND" (PZ64), 29ft. 6in. x 9ft. 6in. x 3ft. 9in., 1968, larch on oak, 80hp Ford, Seavoice VHF boat's property. Kelvin Hughes MS39 and Decca Mk 21 on hire. Gaff rigged mizzan, fishrooms throughout. Telephone: Penzance 3629 evenings and weekends.

CYGNUS GM21, 21ft. x 8ft. 3in. x 2ft. 6in. Yanmar 15hp, 8 knotts, flush deck. Telephone: Lychett Minster (0202) 624771.

FOR SALE "Harvest Home", 29ft9in., Halmatic built 1974, Macaulley, Wick, Lister HRW3 new April 1978, Sailor radio, Simrad EY sounder, Portrex pot hauler. Telephone: 08792 395 evenings.

MFV 40ft. x 13ft. x 4ft.6in., Decca steel hull, VHF, Simrad, echo sounder, Ford 108hp 2½ reduction, stern trawler, £15,000 ono. Telephone: Rye 2840.

23ft. Mitchell sea angler, GRP, licensed, full inventory, £4,800 ono. 16 Poplar Road, Ramsgate, Thanet (0843) 53417.

BEAM trawler 52ft. x 14ft. x 7ft. 6in., built Holland. Rigged for beaming, scolloping and side trawling. Boat's property includes radar, echo sounder, radio, Decca and track plotter on hire. Engine 150hp Scania. At present fishing u.coast. £14,000. Telephone: Brighton 779441.

60ft. x 14ft. x 4ft. 6in. triple screw Perkins 2 x 120hp plus 1 x 180hp, double diagonal mahogany, copper fastened, chrome fittings, eight and six man liferafts, lifejackets, Sailor R/T, Kaden meter, Intred for Decca. Ideal for charter, wrecking, cruising etc., new trial, excellent condition, extras too many to mention, £75,000 ono. Frank Vinnicombe Marine Ltd., Falmouth, telephone Penryn 72775.

MFV stern trawler 36ft. x 11ft. 6in. x 4ft. 8in., Perkins 116hp 3:1 reduction, on hire Decca Mk. 21, boat's property radar, two radius, echo sounder, trawls, otterboards, rigged for scalloping, boat in good condition, ready for use. £12,500, telephone Star Cross 419.

25ft. Versatility 1975, forward wheelhouse, very good order, 30hp Thornycroft used season only. Box No. 998.

CRABBER built France, 27ft. x 10ft. x 4ft., lying Jersey, 3 cylinder Lister, 3:1 reduction. Also new 3 cylinder Lister and new propeller for sale with vessel, price £12,000 o.n.o., telephone Jersey 43000 evenings.

AQUASTAR 32ft. "Professional Fisherman", three years old, 120hp turbo charged Ford, Seco capstan, sounder, VHF, safety equipment, vessel in excellent order, £11,000. Box No. 918

FOR SALE ex. RNLI Liverpool type lifeboat, forward wheelhouse, Ford 4D engine, 2:1 reduction, Paragon gearbox, Spencer Carter pot and line hauler, depth sounder and six man liferaft, £5,500 ono. Telephone: Ramsey 813656.

HULLS GRP mouldings, heavy duty to WFA standards, 19.5, 21 and 23ft., from £500 to £950. Peel Marine Ltd, Riverside, Teignmouth, telephone: 006257) 2324.

MFV "Ile d Yeu", 43ft. x 14ft. x 8ft. 6in. draft, built 1955, stern trawler, aft wheelhouse, four cylinder Baudouin 85hp, air start, survey out of water 16th December 1977, excellent condition £7,500. Telephone: 075 83 13106.

NEATLY converted 16ft. MFV successful angler MF VHF, inboard, C. Power Ford 105hp, would make excellent charter vessel yacht, in good order. Lying Tarbert, Loch Fyne. Telephone: 08802 687.

FAST fishing/workboat, 36ft. x 10.6in. x 3ft.6in., welded aluminium construction, single 155hp GM diesel, fore cabin fitted two berth, cooker and toilet. Boat show exhibit. £19,000. Telephone: Romsey 515335.

LOCHIN 33ft forward wheelhouse, GRP workboat built May 1976, two berth, Bedford 500 m 164 hp., Decca 050 radar, Sailor 1448 VHF, Simrad EL, Mk. 21 Navigator, 350 T Plotter, Spencer Carter 1000lbs. line hauler, with capstan head, Spencer Carter 1 ton trawl winch, steel gantry and mizzen, 1 and side sheathing, legs to take ground, and many other extras too numerous to mention, offers around £23,000, for vessel complete with all equipment, or £17,500 without electronic and hydraulic equipment, owner buying larger vessel. For further details and photo telephone St. Ives 7378 (Cornwall).

36ft. sea angling boat, twin BMC 2.2 diesel engines, forward cabin with berth toilet, sink and cooker, separate enclosed wheelhouse, radio telephone, liferaft, many extras, £4,995. Tel: Deganwy (0492) 82439.

VERSATILITY mark 2, 1975, Thornycroft 154, forward wheelhouse, two berth, cooker, sink, toilet, Senserlite, large cockpit, capstan, £6,500. Telephone: Rye 3683.

16ft. clinker, 7hp air cooled diesel, road trailer, good condition, £850. Telephone: Emsworth 4834.

23ft. Mitchell sea angler, Necom sounder, Seavoice, sea toilet, 18hp Petters, two bilge pumps, mizzen, £4,650 ono. Wanted bigger boat. Telephone: Crediton 3421 or 2090.

31ft. Mitchell sea angler, full inventory, first class order throughout, telephone Preston (07721 864352 evenings.

PLYMOUTH Pilot 18ft. GRP workboat, 10hp reconditioned Brit inboard open spec. mizzen, extras, professionally finished, launched May 1978 as new £1,750. Telephone: Lanreath 181.

CRABBER 28ft. x 9ft.6in. x 4ft.6in., Lister engine, capstan, sounder, aft wheelhouse, mizzen. Telephone: Weymouth 74238.

30ft. 6in. x 12ft. 6in. x 5ft. steel stern trawler, built 1974, 88hp Lister, North Sea winch, radio, sounder, all fishing gear with vessel, recent overhaul, good condition, offers telephone Exmouth 50139.

23ft. fishing boat, forward wheelhouse, diesel, possible finance, sounder, Seavoice, delivery possible. £7,750. Weston Super Mare 29038.

FOR sale 25ft. clinker decked, Ford 104 engine, creel hauler, telephone Arbroath 76096.

50ft. MFV converted to angling parties, 14 berths, winch, VHF, liferaft, 150hp engine. Telephone: 0632 657104.

COLVIC 19ft.6in. M cruiser hull, deck and wheelhouse, unused, requires fitting out, £1100 or offers, with fittings, Garsides, telephone 0482 213280.

18ft. clinker built open boat, make good salmon or lobster boat, £400 ono. Telephone: Grimsby 881287.

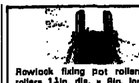
FOR SALE

FISHING gear for sale, 3 x 3 Bridge white fish trawls, Duthie type, 2 Duthie bobbin trawls with bobbin nets, sweeps and spreader. £700 each. LHD Limited, 5 Alexandra Buildings, Lerwick, telephone: 3788, telex 75398.

NEW 22in. x 22in. three blade propeller, right hand rotation, taper bored one in 16, standard Keyway. £180. Telephone: St. Mawes 692 (Cornwall).

SELF change gears 2:1 reduction gearbox, 150 hours use £700 ono. Also Boris 57-75 trawls £100 ono. Telephone 0482 881173 weekdays between 9am and 4.30pm.

MONOMETAL propshaft 26ft. x 21 diam. £300. Telephone: Brighton 384387.



Rowlock fixing pot rollers. Main rollers 1½in. dia. x 8in. long. Side rollers 1½in. dia. x 4½in. long £29.80 inc VAT and P&P. Despatch 7-14 days.
LENACK MACHINING CO. LTD.
Rear of Lankester & Crook, New Road, Nastey Abbey, Southampton, Hants.

CHEAP denim fishing smocks, all sizes £3.80. Navy and coloured cotton drill smocks £4.50. P&P 75p. Write Box No. 020.

MACDUFF Boatbuilding & Engineering Co. recently removed from MFV "Brighter Morn" (UL11) during major refit. One: Gardner 4L3 76hp heavy duty 2:1 reduction mechanical gearbox, 3 bladed stern gear with four bladed propeller. Three: Gilkes G6 bilge deck wash pump. Four: Lensie four speed, belt driven winnowch with shaft bearing star clutch. Five: wooden sore mast with stays, and bottle screws, etc. All gear in good working condition and well maintained. Offers to George Watt, telephone: 0261 32234.

NEW range of knotless netting double selvedge top and bottom approx. equivalent 210/12 or 4Z twine. 5in. mesh 100 yards dark green 30 meshes deep £6.50. 4½in. mesh 200 yards dark green 30 meshes deep £9.50. 4in. mesh 200 yards white 60 meshes deep £41. All prices plus 8% VAT plus £1 p&p per net. SAE for samples. Trinity Sands Nets Ltd., Mons Mill, James Street, York YO1 3BW. Telephone York 21199.

FOR sale a two drum trawl attachment with brake drums, wire capacity 100 fathoms, to suit Norlan winch. As new. Enquiries to Richard Irvin & Sons Ltd., 23-25 Commercial Road, Buckie, telephone: Buckie 31246.

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Save up to one third by buying direct from the manufacturer
STANDARD GRADE:
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Colours: White, Orange and Black
Minimum order 5Kg. VAT and Postage Included.
Cash. Available
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Lady Lane, Hadleigh, Ipswich, Suffolk

ATLAS 3000 radar, telephone Lowestoft 730991.

PAINT for sale, ex. Admiralty, non slip deck paint in 5 and 10 litre cans at £3 per 5 litres, undercoat and gloss in 20 litre cans at £12 each, red lead in 10 litre cans at £10 each, white undercoat and gloss in 5 litre cans at £5 each, large quantity of other paints. Belsize Boatyard Ltd., 44 Priory Road, St. Denys, Southampton, SO2 1LT, Hants, telephone Southampton 551145

POTS, creels, prawn creels, entraces, spinners, also eel traps. Delmar Engineering, 20 Church Road, Selsey, West Sussex. Telephone: Selsey 5123. Evenings 5606.

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★ *WHILE STOCKS LAST* ★
FULLY RIGGED TRAMMEL NETS

Catalogue Ref. No.	Net Depth	Inner Mesh	Twine *Size	Price 40 yds	Price 100 yds
30	4'	4" or 5"	2Z	£30	£90
31	4'	4" or 5"	3Z	£32	£96
32	4'	4" or 5"	4Z	£34	£102
33	4'9"	4" or 5"	2Z	£32	£96
34	4'9"	4" or 5"	3Z	£34	£102
35	4'9"	4" or 5"	4Z	£36	£108
36	5'6"	4" or 5"	2Z	£34	£102
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All linners set by ½: above nets fully rigged with 6 mm twisted polypropylene headline and foot rope, nylon braided leadline No 3 polyurethane floats 3½" egg-shaped hard type for net header. Outer walls of 12Z green nylon or 15/9 orange polythene 2½" mesh. Braided ropes £3 extra per 40 yds — Nets traditionally made.

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SMOKE your own fish, meat, etc. "Little Chief" home smoker unit, electrically operated, 20lbs capacity Send SAE for details, trade enquiries welcome £31.25 plus VAT delivered. Transatlantic Fishing Systems, 42 Comfort Road, Mylor Bridge, Falmouth, Cornwall.

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One only 400 x 12in. mesh Nylon/Terylene three bridle wing trawl (much net) only up to and including 82 (210/18) 3½in mesh panel fully rigged with footrope & chain. No Rowe.
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to suit vessel 250 hp - 400 hp
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50m. x 8'6"	£18

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Leadline fitted

37m x 8'	£8
50m x 10'	£10
50m x 12ft	£14

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DO YOURSELF A FAVOUR
By 1982 all commercial vessels will have to be equipped with single side band radio equipment. This means your present equipment will be obsolete. If you decide to re-equip now it is going to cost you a minimum of £2,000. If you leave it until 1982 it is likely to be around £4,000.
We are the only company in the south west who can equip you with a fully proven Redifon SSB — now — for £1,750 including 8 channels crystalled, MW/AM tuneable receiver, 24V de. We can only keep this offer open for 3 months.
Ring us on Brixham (08045) 3030
and of course — we can help you with the finance.

FISHERMANS smocks, navy drill, all sizes £4.95; delivered. Buckle Wear, 138 Narrow Lane, Hailsham BB2 9NX.

SOUTHERN Nets Ltd., Annual '78 catalogue now available, price £1.00. Southern Nets Ltd., Lower Cross, Udimore, Rye, Sussex, telephone Rye 3844 or 2155 (07973).

PACKAGE of electronic and hydraulic equipment to suit 26/35ft. boat, comprising of VHF radio, sounder, radar, half ton winch, three-quarter ton capstan, hydraulic pump, tank and hoses and stern gantry. £2,000 ono. Telephone: Hayling Island 4980.

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42 8½in. rigged to fish 50 Mts. x 30 m.d. £39.50
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Please add £2.00 carriage plus 8% VAT.
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Universal (4-10mm) ..... £7.50 per 100 plus 40p carriage plus 8% VAT
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Hanging & deck blocks
*1.5 ton capacity
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£30.00 (+ £3.00 each carr. + 8% Vat)

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WHITE BONDED NYLON 100 YARDS STRETCHED
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N4 HEAVY per 100 metres at £15.50 each
HEAVY DUTY FLOATS
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NYLON MENDING TWINE
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NEW 60 FATHOM trammel nets fully rigged, 5ft. to 6ft. deep, 8in. 11 leadline, 1m., 1½m. or 5in. mesh, 17m or 21m. with nylon floats of 40lb No. 27 leadline, £19 each including VAT, carriage paid. P. Harvey, 58 Manor Road, Chichester, Selsey 2513.

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Capstans, Line and Net Hauliers, Trawl winches and hydraulic gurdies. Pumps, reservoirs and control valves.
All machined gurdies and strippers. Hooks, line, lures, etc. long line hooks and swivels.
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60 yds. x 3ft. x 3Z 4in. headline £41
80 yds. x 4ft. 6in. x 3Z 4in. headline .. £48
80 yds. x 5ft. 6in. x 3Z 5in. headline .. £51
All fitted by hand. Postage included.
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FOR SALE new trawl winch, heavy duty with wire guide on gear, suitable for boat 30ft/40ft. Norman Clarke, 2 Simon Avenue, Margate.

NYLON herring nets for sale. Telephone: West Mersea 3665.

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SEATS
ex. cross channel ferry seats, quantity — 190 in rows of 3 — price £10 per seat.
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OFFSHORE WORKBOATS LTD.
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CORNISH cultivated oysters native Pat stock for relaying. Layings and tanks. Mylor Creek, Falmouth. Enquiries Frank Vinnicombe Marine Ltd., telephone Penryn 72775.

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West Dorset Nets
BEST QUALITY TRAMMEL NETS
Rigged with 5mm Greenfil. Leadline & 1003 Floats.
32 4" mesh to Fish 50 yds. x 3 ft. £48.50
32 4" mesh to Fish 50 yds. x 4½ ft. £53.50
32 5" mesh to Fish 50 yds. x 6 ft. £68.50
MONOFILAMENT GILL NETS
Fully rigged as above.
0.40 twine 3½" Mesh to Fish 50 yds. x 50 meshes deep £47.05
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PLEASE ADD £2 PER NET CARRIAGE + 8% V.A.T.
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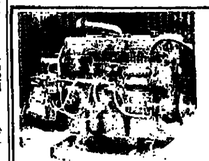

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Continued from Page 19

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OFFICIAL notice, proposal to change a ship's name. We John Garnick and David Renney, of 22 Whitley Road, Whitley Bay, owners of the fishing boat 'DOROTHY HUGHES' of North Shields, official number 305313, of gross tonnage 6.88 tons, of registered tonnage 2.60 tons, previously owned by James Lomas, of 67 Beech Grove, Whitley Bay, propose to change her name to 'JULIE ANN G'. Any objections must be sent to the registrar general of shipping and seamen, Llantrisant Road, Cardiff, CF5 2YS, within seven days of the appearance of this advertisement. Signed this 24th day October 1978, John Garnick, David Renney.

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fishing news
November 10, 1978 No. 3404 Est. 1913 20p

'IT'S CORNISH FISH' PROTEST

FOLLOWING moves at Falmouth to stage a demonstration against intensive fishing on the Cornish mackerel grounds by visiting fleets, protesters were on march again at Penzance.

A meeting staged by Mebyon Kernow (Nationalist Movement of Cornwall) last week, called for a 50-mile limit and a six-mile zone for boats under 60 ft.

Around 60 people took part in the meeting which took place on the Penzance dock (right) in the shadow of the Scottish registered purse seiner *Gallic May*.

The meeting was told that with the increase in non-Cornish boats on the grounds, the mackerel stocks were nearing exhaustion.

Bigger protest meetings are now being planned to take place in Falmouth and Looe.

Protesters marched from the centre of Penzance down to the quay for their meeting before moving on to Newlyn.

...Health men demand action

POLLUTION from 25 Eastern-bloc factory ships at Falmouth has reached a crisis situation, according to Falmouth and Truro Port Health Authority. A demand is now being made to the Government to end the nuisance.

Scores of complaints about noise, smell and fish scraps, offal and oil found on beaches have poured in. Port health officials at an emergency meeting this week, decided to send letters of protest to the health, environment and fisheries ministers.

Since the build up of the Communist vessels at Falmouth began about four weeks ago, the situation has grown worse daily. According to residents near the waterfront the noise at times is so bad that it is: "like living inside a factory."

HUMBER FIRM BUYS PURSER

A HULL trawler firm has gone purse seining in a big way with a 154ft. vessel purchased from Norway. *St. Irene* flying the Thos. Hamling & Co. flag appeared on the south-west mackerel grounds for the first time this week.

The vessel is commanded by Skipper David Milner, who was formerly with the freezer trawler *St. Dominic*. He is being assisted in this new venture by two Norwegian advisors and a crew of 14 men — all from Hull.

Capacity

St. Irene takes over the mantle of Britain's biggest purse seiner from the 148ft. *Sette Mari* operated by Scottish skipper Jim Slater. Unlike most of the Scottish pursers, she does not carry refrigerated sea water tanks and has a fish hold capacity of 500-tonnes.

A spokesman for Hamling's said that *St. Irene's* operations would depend on the state of the mackerel market. She could be transhipping or may even put straight in to continental ports.

Biggest in UK

St. Irene is powered by a MWM 1300hp engine. She was built in Norway in 1966 at Hommevik as Hillerø.

Main dimensions of the vessel are: beam 27ft. 1in. and draught 15ft.6½in.

Hamling's are understood to have made enquiries in Norway for a new purse seiner, but a spokesman said that nothing had been finalised yet.

● Some Scottish purse seiners due to arrive on the Cornish grounds were being warned by buyers that catches were getting difficult to sell. Foreign ships were also reported to be turning away fish.

DEATH FUND

A FUND has been set up at Bridlington for the dependants of the two men who died when *Hannah Lousie* capsized last week.

The 34 Bridlington keelboats are donating a day's earnings each to start it off and the harbour commissioners are backing this with the equivalent of one day's harbour dues.

The two widows and four children will also receive the remaining money in a fund set up in 1871 when 70 Bridlington fishermen were lost in 30 open boats in a storm in Bridlington Bay.

The men who died in the tragedy were, Skipper Ian Anfield and 19-year-old deckhand Michael Nicholson. The 54ft. boat capsized after her gear became fast on wreckage. See story page seven.

SILKIN DENIES SELL-OUT

FISHERIES MINISTER John Silkin has refuted speculation that the Government is ready to make big concession to the EEC in order to get agreement on a Common Fisheries Policy. Mr. Silkin was speaking at a press conference about the Government's reply to the Expenditure Committee's report on the fishing industry.

Welcoming the report, Mr. Silkin said: "the Committee's views will be a major factor in the development of our policy thinking."

Mr. Silkin said he was encouraged by the signs for the next Fisheries Council meeting later this month but he said that the Government is not falling over itself to settle at any price.

"I think that at long last we are beginning to get through to our EEC partners. Chancellor Schmidt agreed with Mr. Callaghan at Bonn that a new political effort, with goodwill and a constructive approach from both sides, was needed — with the aim of reaching agreement by the end of this month.

Details

The Fisheries Council is to meet on November 23/24. Some details will doubtless have to be left for later tidying up, but that is the goal to which we are working.

"But we have made clear that we are not falling over ourselves to settle at any price. We are not simply after a few face-saving concessions. We have real short-term and long-term economic interests at stake, and we are not using the fishing industry and our fish stocks as a politician's shuttle-cock. There will have to be genuine improvements in the proposals which — before Bonn at least — the rest of the Community were expecting us to swallow.

"I am encouraged by the signs. At a long talk in Luxembourg with Minister Ertl and his colleague Mr. Rohr I had no difficulty in getting their agreement that a governing principle of the Community's conservation policy must be priority for human consumption. Industrial fishing without proper regard to the consequences for human consumption species has been the main cause of the present depleted state of stocks in the North Sea. It must be checked.

"Conservation rules must rest squarely on scientific advice, without fear or favour, and must be effectively enforced."

Referring to a Council Working Group set up to establish the facts about so-called 'historic rights' inside our 12-mile belt Mr. Silkin regarded this as a real movement by the Germans.

Dogma

"Hitherto they have clung rigidly to the dogma of completely free access for Member States throughout the waters subject to the Common Fisheries Policy. They have just not been prepared to sit round the table to establish the basic facts which we all need to know before we can sensibly discuss what would be involved in giving us an eventually exclusive 12-mile belt and providing for termination of whatever historic rights at present exist."

Mr. Silkin emphasised that the United Kingdom's position remains unchanged. "I have conceded nothing except a willingness to enter this new phase of the negotiations in a constructive spirit, without recriminations about the past."

Mr. Silkin also warned that making progress with Germany did not necessarily mean that progress had been made with the Commission and other member states.

"We are not falling over ourselves to settle at any price." — JOHN SILKIN.

Danes slammed...

DENMARK has been left in no doubt about the British Government's tough attitude towards conservation. In a hard hitting Danish television interview, Fisheries Minister John Silkin made it clear that industrial fishing was a "totally irresponsible attitude towards conservation."

With the Danes obviously smarting from the measures on Norway Pout, Mr. Silkin said he was terrified by the political nature of EEC negotiations. Elections in Germany, Britain, Denmark or elsewhere provoke the attitude of lets get them a few more thousand tonnes of fish.

Evidence

"That is not the way to do it. You cannot do this politically, you must do it with scientific evidence. Mr. Silkin explained that this was the way the British Government was working on the Norway Pout.

Asked why with such a strong argument he could not convince his EEC partners, Mr. Silkin said:

"They are concerned with the amount of fish to be taken. It took us a long time in Britain, to learn what conservation meant."

Drawing on the lessons learned from the confrontation with Iceland, Mr. Silkin explained that we felt at that time, the way the Danes do now. "But you know that since the fishing has been cut down, the Icelandic stocks have begun to move up again. And since we have had a ban on North Sea herring our stocks have begun to come up again.

"That's what its all about. And you have got to learn the lessons even if they hurt you."

Questioned about Britain's measures on herring, Mr. Silkin made it clear that these had not been accepted by the community.

There is no community measure at all protecting North Sea herring. "It is a British unilateral measure."

COMMENT

THE DIRE state facing British trawler companies was brought right home, last week, with the announcement that Boyd Line was closing its subsidiary William Liston and Son at Grimston. This was just not the end of the line for five side trawlers and their crews, it was the virtual extinction of a fishing port.

If a company like Boyd has to take these sort of measures, it hardly bears thinking about what is going to happen to other deepsea operators.

The Boyd Line has always been among the most progressive and enthusiastic firms in the trawling business, and unlike some others, cannot be accused of not reacting to changed economic conditions.

In the days when big trawlers began to find the going hard, with limited opportunities for demersal fishing, Boyd's quickly adapted to midwatering for herring only to find, like everyone else, that they were caught in the noose of conservation measures.

Then came the challenge of the blue whiting fishery which resulted in a £250,000 loss for the company.

When the mackerel fishery began to take off, Boyd skippers were to be found on inshore boats operating out of Devon, learning the business. And the company has always been the first on Humberside to dip into its pockets for any kind of training programme.

Throughout all these depressing times Boyd has presented the all too rare 'gentlemanly face' of fishing, never seeking to take short cuts with its employees and customers.

The fortunes of Boyd fully back Minister John Silkin's assertions that British conservation measures are non-discriminatory. But when they affect a company of this calibre, it really is time to wince.

fishing news

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Barrie Measures (left) visits Brett Allin the third had he saved in a brave rescue.

COURAGE IN THE NORTH SEA

Brave rescue bid saves third hand

THE COURAGE of the mate of a Lowestoft trawler, who dived into the North Sea to rescue a shipmate, and the "superb seamanship" of two trawler skippers in manoeuvring their vessels during the rescue were praised at Lowestoft last week.

The rescue took place in the Norwegian sector of the North Sea on Friday afternoon when 24-year-old third hand, Brett Allin, was knocked overboard from *Constance Banks* by a wire as the trawl gear was being put out.

The mate, 36-year-old Barrie Measures, quickly got permission to go after him and after Mr. Allin had been picked up safely Barrie Measures was picked up by another trawler, *Boston Sea Fury*.

Constance Banks is skippered by David Athorn, and *Boston Sea Fury* by Victor Crisp.

"There is no doubt in my mind that had it not been for Barrie going over the side and the fine work by both the trawlers skippers there could have been a loss of life" said Maurice Horabin, fleet manager for Small and Co., owners of *Constance Banks*.

"The seamanship was remarkable — I cannot praise it highly enough. Barrie's action was a brave one."

It was the second time Barrie has dived into the sea from a trawler to rescue a shipmate. Back in November 1961, Barrie — a 19-year-old deckhand at the time, went overboard from *Suffolk Kinsman* after two men got caught up in the net and were pulled into the sea when a rope broke.

The skipper, Peter Besford, of Lowestoft, managed to swim back to the trawler and climbed back on board via the net. But the third hand, Ernest Locke, of Lowestoft, was a non-swimmer and a lifebelt thrown from the trawler failed to reach him.

Young Barry, who celebrated his 19th birthday the previous day, stripped off his oilskins and boots and dived overboard to help the third hand back to the vessel.

This time the drama began when *Constance Banks* was fishing in the Norwegian sector of the North Sea about 250 miles from her home port.

The wind was south-westerly six - seven with a heavy swell as preparations went ahead to shoot the trawl. Skipper Athorn was in the wheelhouse and Barrie at the controls of the deck winch.

As the trawler lifted on a swell the messenger wire escaped from its sheave on the rail and as it came down caught Mr. Allin across the shoulders, forcing him over the side. Skipper Athorn quickly took way off the vessel to ease the strain on the messenger wire.

Mr. Allin was kept afloat by air trapped in his oilskins but was being carried astern. Skipper Athorn threw down a lifebelt and his radio call for help was answered by other Lowestoft trawlers fishing nearby.

Careful manoeuvring brought the trawler into a position where Mr. Allin was in the water amidships and unsuccessful attempts were made to reach him with a rocket line and other handlines were thrown.

Mr. Allin was grabbed by other members of the crew and hauled safely on board — but as the trawler lifted on another swell the grip on Barrie was lost and he drifted astern. He was later hauled to the stern of *Boston Sea Fury* and pulled on to that vessel.

FLOATING CLOTHES FOR FISHERMEN

TWO FLOTATION garments which fishermen can wear while working went on sale this week, after two years of research carried out jointly by Tugmaster Safety and the Irish Sea Fisheries Board.

The garments, a bib and brace and a smock, are claimed to be buoyant enought to support a heavy man in the water wearing seaboots, yet not hamper him while carrying out his normal work.

They were demonstrated last Friday to Galway fishermen and the test was featured on Irish Television News.

The clothes are an updated and improved version of a similar garment put on the market for a while by Tugmaster about three years ago. They are made of PVC nylon with a polyethylene foam filling that provides natural buoyancy and resists fish oils.

Commodore Tom McKenna, the board's consultant on safety at sea, said the board had set itself the brief of finding a way to build effective buoyancy into the protective clothing normally worn by fishermen so that some tragedies could be avoided when fishermen went overboard.

"We have had a number of accidents where people have fallen or been knocked overboard. Often they're gone before you can do anything. The clothes are not a replacement for the standard lifejacket — they are a working lifejacket."

The BIN wanted to produce a buoyant smock but Tugmaster is offering the bib and brace as well.

Alan Simpson, the company's managing director, said the Irish Fishermen's Organisation was very interested in the clothes and had ordered some to take round and show its members.

Japanese fishermen's representatives who visited Eire earlier this year also showed great interest.

Tugmaster is setting up a distribution network for the clothes, which are selling for about £25 for the bib and brace and about £22 for the smock, with reductions for quantity orders.

Inquiries can be made to the company at Faircloso, Beccles, Suffolk (tel: 0502-714038).

THE PETERHEAD trawler *Tarradale* arrived back at the port safely on Monday night after a fire in the engineroom was successfully extinguished by her crew. Distress signals were sent up from the 79-ton trawler but just as vessels in the surrounding area reached *Tarradale* she reported the fire was out.

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Welcoming the report, Mr. Silkin said: "the Committee's views will be a major factor in the development of our policy thinking."

Mr. Silkin said he was encouraged by the signs for the next Fisheries Council meeting later this month but he said that the Government is not falling over itself to settle at any price.

"I think that at long last we are beginning to get through to our EEC partners. Chancellor Schmidt agreed with Mr. Callaghan at Bonn that a new political effort, with goodwill and a constructive approach from both sides, was needed — with the aim of reaching agreement by the end of this month.

Details

The Fisheries Council is to meet on November 23/24. Some details will doubtless have to be left for later tidying up, but that is the goal to which we are working.

"But we have made clear that we are not falling over ourselves to settle at any price. We are not simply after a few face-saving concessions. We have real short-term and long-term economic interests at stake, and we are not using the fishing industry and our fish stocks as a politician's shuttle-cock. There will have to be genuine improvements in the proposals which — before Bonn at least — the rest of the Community were expecting us to swallow.

"I am encouraged by the signs. At a long talk in Luxembourg with Minister Ertl and his colleague Mr. Rohr I had no difficulty in getting their agreement that a governing principle of the Community's conservation policy must be priority for human consumption. Industrial fishing without proper regard to the consequences for human consumption species has been the main cause of the present depleted state of stocks in the North Sea. It must be checked.

"Conservation rules must rest squarely on scientific advice, without fear or favour, and must be effectively enforced."

Referring to a Council Working Group set up to establish the facts about so-called 'historic rights' inside our 12-mile belt Mr. Silkin regarded this as a real movement by the Germans.

Dogma

"Hitherto they have clung rigidly to the dogma of completely free access for Member States throughout the waters subject to the Common Fisheries Policy. They have just not been prepared to sit round the table to establish the basic facts which we all need to know before we can sensibly discuss what would be involved in giving us an eventually exclusive 12-mile belt and providing for termination of whatever historic rights at present exist."

Mr. Silkin emphasised that the United Kingdom's position remains unchanged. "I have conceded nothing except a willingness to enter this new phase of the negotiations in a constructive spirit, without recriminations about the past."

Mr. Silkin also warned that making progress with Germany did not necessarily mean that progress had been made with the Commission and other member states.

"We are not falling over ourselves to settle at any price." — JOHN SILKIN.

Danes slammed...

DENMARK has been left in no doubt about the British Government's tough attitude towards conservation. In a hard hitting Danish television interview, Fisheries Minister John Silkin made it clear that industrial fishing was a "totally irresponsible attitude towards conservation."

With the Danes obviously smarting from the measures on Norway Pout, Mr. Silkin said he was terrified by the political nature of EEC negotiations. Elections in Germany, Britain, Denmark or elsewhere provoke the attitude of lets get them a few more thousand tonnes of fish.

Evidence

"That is not the way to do it. You cannot do this politically, you must do it with scientific evidence. Mr. Silkin explained that this was the way the British Government was working on the Norway Pout.

Asked why with such a strong argument he could not convince his EEC partners, Mr. Silkin said:

"They are concerned with the amount of fish to be taken. It took us a long time in Britain, to learn what conservation meant."

Drawing on the lessons learned from the confrontation with Iceland, Mr. Silkin explained that we felt at that time, the way the Danes do now. "But you know that since the fishing has been cut down, the Icelandic stocks have begun to move up again. And since we have had a ban on North Sea herring our stocks have begun to come up again.

"That's what its all about. And you have got to learn the lessons even if they hurt you."

Questioned about Britain's measures on herring, Mr. Silkin made it clear that these had not been accepted by the community.

There is no community measure at all protecting North Sea herring. "It is a British unilateral measure."

COMMENT

THE DIRE state facing British trawler companies was brought right home, last week, with the announcement that Boyd Line was closing its subsidiary William Liston and Son at Grimsby. This was just not the end of the line for five side trawlers and their crews, it was the virtual extinction of a fishing port.

If a company like Boyd has to take these sort of measures, it hardly bears thinking about what is going to happen to other deepsea operators.

The Boyd Line has always been among the most progressive and enthusiastic firms in the trawling business, and unlike some others cannot be accused of not reacting to changing economic conditions.

In the days when big trawlers began to find the going hard, with limited opportunities for demersal fishing, Boyd's quickly adapted to midwatering for herring only to find, like everyone else, that they were caught in the noose of conservation measures.

Then came the challenge of the blue whiting fishery which resulted in a £250,000 loss for the company.

When the mackerel fishery began to take off Boyd skippers were to be found on inshore boats operating out of Devon, learning the business. And the company has always been the first on Humberside to dip into its pockets for any kind of training programme.

Throughout all these depressing times Boyd has presented the all too rare 'gentlemanly face' of fishing, never seeking to take short cuts with its employees and customers.

The fortunes of Boyd fully back Minister John Silkin's assertions that British conservation measures are non-discriminatory. But when they affect a company of this calibre, it really is time to wince.

fishing news

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Barrie Measures (left) visits Brett Allin the third had he saved in a brave rescue.

COURAGE IN THE NORTH SEA

Brave rescue bid saves third hand

THE COURAGE of the mate of a Lowestoft trawler, who dived into the North Sea to rescue a *shipmate*, and the "superb seamanship" of two trawler skippers in manoeuvring their vessels during the rescue were praised at Lowestoft last week.

The rescue took place in the Norwegian sector of the North Sea on Friday afternoon when 24-year-old third hand, Brett Allin, was knocked overboard from *Constance Banks* by a wire as the trawl gear was being put out.

The mate, 36-year-old Barrie Measures, quickly got permission to go after him and after Mr. Allin had been picked up safely Barrie Measures was picked up by another trawler, *Boston Sea Fury.*

Constance Banks is skippered by David Athorn, and *Boston Sea Fury* by Victor Crisp.

"There is no doubt in my mind that had it not been for Barrie going over the side and the fine work by both the trawlers skippers there could have been a loss of life" said Maurice Horabin, fleet manager for Small and Co., owners of *Constance Banks.*

"The seamanship was remarkable — I cannot praise it highly enough. Barrie's action was a brave one."

It was the second time Barrie has dived into the sea from a trawler to rescue a shipmate. Back in November 1961, Barrie — a 19-year-old deckhand at the time, went overboard from *Suffolk Kinsman* after two men got caught up in the net and were pulled into the sea when a rope broke.

The skipper, Peter Besford, of Lowestoft, managed to swim back to the trawler and climbed back on board via the net. But the third hand, Ernest Locke, of Lowestoft, was a non-swimmer and a lifebelt thrown from the trawler failed to reach him.

Young Barry, who celebrated his 19th birthday the previous day, stripped off his oilskins and boots and dived overboard to help the third hand back to the vessel.

This time the drama began when *Constance Banks* was fishing in the Norwegian sector of the North Sea about 250 miles from her home port.

The wind was south-westerly six - seven with a heavy swell as preparations *went ahead to shoot* the trawl. Skipper Athorn was in the wheelhouse and Barrie at the controls of the deck winch.

As the trawler lifted on a swell the messenger wire escaped from its sheave on the rail and as it came down caught Mr. Allin across the shoulders, forcing him over the side. Skipper Athorn quickly took way off the vessel to ease the strain on the messenger wire.

Mr. Allin was kept afloat by air trapped in his oilskins but was being carried astern. Skipper Athorn threw down a lifebelt and his radio call for help was answered by other Lowestoft trawlers fishing nearby.

Careful manoeuvring brought the trawler into a position where Mr. Allin was in the water amidships and unsuccessful attempts were made to reach him with a rocket line and other handlines were thrown.

Mr. Allin was grabbed by other members of the crew and hauled safely on board — but as the trawler lifted on another swell the grip on Barrie was lost and he drifted astern. He was later hauled to the stern of *Boston Sea Fury* and pulled on to that vessel.

FLOATING CLOTHES FOR FISHERMEN

TWO FLOTATION garments which fishermen can wear while working went on sale this week, after two years of research carried out jointly by Tugmaster Safety and the Irish Sea Fisheries Board.

The garments, a bib and brace and a smock, are claimed to be buoyant enought to support a heavy man in the water wearing seaboots, yet not hamper him while carrying out his normal work.

They were domonstrated last Friday to Galway fishermen and the test was featured on Irish Television News.

The clothes are an updated and improved version of a similar garment put on the market for a while by Tugmaster about three years ago. They are made of PVC nylon with a polyethylene foam filling that provides natural buoyancy and resists fish oils.

Commodore Tom McKenna, the board's consultant on safety at sea, said the board had set itself the brief of finding a way to build effective buoyancy into the protective clothing normally worn by fishermen so that some tragedies could be avoided when fishermen went overboard.

"We have had a number of accidents where people have fallen or been knocked overboard. Often they're gone before you can do anything. The clothes are not a replacement for the standard lifejacket — they are a working lifejacket."

The BIN wanted to produce a buoyant smock but Tugmaster is offering the bib and bruce as well.

Alan Simpson, the company's managing director, said the Irish Fishermen's Organisation was very interested in the clothes and had ordered some to take round and show its members.

Japanese fishermen's representatives who visited Eire earlier this year also showed great interest.

Tugmaster is setting up a distribution network for the clothes, which are selling for about £25 for the bib and brace and about £22 for the smock, with reductions for quantity orders.

Inquiries can be made to the company at Fairclose, Beccles, Suffolk (tel: 0502-714038).

THE PETERHEAD trawler *Tarradale* arrived back at the port safely on Monday night after a fire in the engineroom was successfully extinguished by her crew. Distress signals were sent up from the 79-ton trawler but just as vessels in the surrounding area reached *Tarradale* she reported the fire was out.

'FN' FISH TRADING GUIDE

EXPORTS of fish from the UK showed some recovery during August and amounted to £9.2m. This total compared with £8.8m. in July but was still below the record figure reached in June.

The rise in exports was particularly noticeable to the EEC countries where an increase of 2.6 per cent was recorded. The Common Market represented nearly 70 per cent of total deliveries abroad but further progress was made in exports to the Middle East and North Africa. Total sales to that area reached £381,000, a rise of nearly £200,000 compared to the previous month and, for the first eight months of the year, exports to the Middle East have now reached £2.8m. (see Table 1).

The trend for individual products has varied considerably. Sales of fresh fish moved up and totalled £1.4 million in August while other sea products, including lobsters, oysters and crabs were in demand and reached nearly £3m. In contrast, there was a drop in sales of frozen fish (with sales of £1.5m. compared to £2m. in the previous month) — see Tables 2 and 3.

coming in

THERE was a significant fall in imports of fish from abroad and their total was £20.8m. This represented a drop of nearly 13 per cent compared to the previous month, as can be seen from Table 4.

Imports from Western Europe were lower, particularly from the Scandinavian countries, though, in contrast, fish products from North America were on a rising trend.

Britain's trade deficit narrowed during August and amounted to £11.6m., compared with a gap of £15m. Nevertheless, for the first eight months of the year, imports exceeded exports by nearly £90m.

going out

TABLE 1 — TOTAL EXPORTS OF FISH AND FISH PREPARATIONS (by regions)

	August 1978 £000	July 1978 £000	Jan-Aug 1978 £000
EEC countries	6,380	6,216	50,875
Other Western Europe	734	738	6,594
North America	570	685	5,032
Other developed countries*	737	691	6,026
Latin America	35	28	384
Middle East & North Africa	381	197	2,769
Other developing countries	346	219	8,898
Communist countries	5	—	5,142

*Australia, New Zealand, South Africa and Japan.

TABLE 2 — EXPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS (breakdown by value)

	August 1978 £000	July 1978 £000	Jan-Aug 1978 £000
Fresh or chilled fish	1,359	948	9,941
Frozen fish	1,479	2,038	27,160
Fish fillets (fresh or chilled)	34	10	98
Fish fillets (frozen)	945	670	6,668
Fish meal for human consumption	—	—	134
Dried cod	1	5	126
Dried or salted fish	282	244	2,816
Smoked fish	466	473	4,375
Crustaceans and molluscs (including lobsters, oysters and crabs)	2,925	2,862	22,176
Prepared or preserved fish (including caviar and canned salmon)	1,540	1,361	11,325
Prepared or preserved crustaceans and molluscs (including crabs)	159	162	1,403

TABLE 3 — EXPORTS OF FISH CRUSTACEANS AND FISH PREPARATIONS (breakdown by weight)

	August 1978 (tons)	July 1978 (tons)	Jan-Aug 1978 (tons)
Fresh or chilled fish	1,429	647	30,897
Frozen fish	1,390	2,146	109,257
Fish fillets (fresh or chilled)	31	7	94
Fish fillets (frozen)	847	533	9,033
Fish meal for human consumption	—	—	741
Dried cod	1	5	99
Dried or salted fish	344	359	4,314
Smoked fish	338	326	3,134
Crustaceans and molluscs (including lobsters, oysters and crabs)	1,678	1,620	15,576
Prepared or preserved fish (including caviar and canned salmon)	1,254	955	8,869
Prepared or preserved crustaceans and molluscs (including crabs)	69	59	629

TABLE 4 — TOTAL IMPORTS OF FISH AND FISH PREPARATIONS (by regions)

	August 1978 £000	July 1978 £000	Jan-Aug 1978 £000
EEC countries	5,833	6,449	52,198
Other Western Europe	9,055	11,052	82,279
North America	2,217	1,914	27,711
Other developed countries*	1,214	1,238	10,[illegible]
Latin America	419	441	2,[illegible]
Middle East & North Africa	84	233	2,[illegible]
Other developing countries	1,553	1,572	12,[illegible]
Communist countries	410	890	4,[illegible]

*Australia, New Zealand, South Africa and Japan.

TABLE 5 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS (breakdown by value)

	August 1978 £000	July 1978 £000	Jan-Aug 1978 £000
Fresh or chilled fish	3,061	2,970	28,[illegible]
Frozen fish	2,029	2,444	17,[illegible]
Fish fillets (fresh or chilled)	36	54	[illegible]
Fish fillets (frozen)	7,177	8,217	49,[illegible]
Fish meal for human consumption	9	—	[illegible]
Dried cod	12	4	[illegible]
Dried or salted fish	184	474	[illegible]
Smoked fish	36	46	[illegible]
Crustaceans and molluscs (including lobsters, oysters and crabs)	1,991	2,061	13,[illegible]
Prepared or preserved fish (including caviar and canned salmon)	3,330	4,171	45,[illegible]
Prepared or preserved crustaceans and molluscs (including crabs)	2,979	3,246	17,[illegible]

TABLE 6 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS (breakdown by weight)

	August 1978 (tons)	July 1978 (tons)	Jan-Aug 1978 (tons)
Fresh or chilled fish	5,814	5,219	84,[illegible]
Frozen fish	2,210	2,908	29,[illegible]
Fish fillets (fresh or chilled)	33	51	[illegible]
Fish fillets (frozen)	6,949	7,563	45,[illegible]
Fish meal for human consumption	31	—	[illegible]
Dried cod	5	2	[illegible]
Dried or salted fish	247	894	2,[illegible]
Smoked fish	26	16	[illegible]
Crustaceans and molluscs (including lobsters, oysters and crabs)	1,534	1,441	10,[illegible]
Prepared or preserved fish (including caviar and canned salmon)	2,728	2,728	29,[illegible]
Prepared or preserved crustaceans and molluscs (including crabs)	1,192	1,226	[illegible]

CASH AID SAVES FISH FACTORY

THE JOINT approach to Government by Ross group and its workers has saved two thirds of the 320 jobs that were to have gone with the closure of the company's West Dock Street, Hull, fish processing factory.

Ross announced last week that the Government was providing cash aid so that the company could develop "a modern and viable" fish curing plant on the existing site.

A statement said that now only just over 100 people were being made redundant and the remaining 200 or so workers would continue in their present jobs.

The new plant would begin production by September next year and the fish merchanting operations now carried out at West Dock Street would be transferred to different premises close to the existing factory.

The outlook for supplies is based on the assumption that present conservation measures work. "We hope the herring will start to flow again in about three years' time," a spokesman said.

Ross had planned to close the entire factory at the end of October because it was not viable and gave the workforce 90 days' notice of the shutdown.

But a campaign to find an alternative by the workers, most of them members of the General and Municipal Workers' Union, encouraged the management to try the joint approach to the Department of Industry and the Ministry of Agriculture and Fisheries.

Revealed

The amount of the grant aid was not being revealed by Ross or the Department of Industry this week.

A total of 112 workers made redundant left the factory last Friday. The company said about 40 of them were part-time women workers and a number of others had volunteered for redundancy.

Mr. Bill Allen, regional officer for the General and Municipal Workers, said: "I am satisfied that from the union's point of view we have done all we can.

"Both sides have tried to minimise hardship by negotiating a severance pay scheme additional to normal redundancy payments."

Champion trawler scrapped

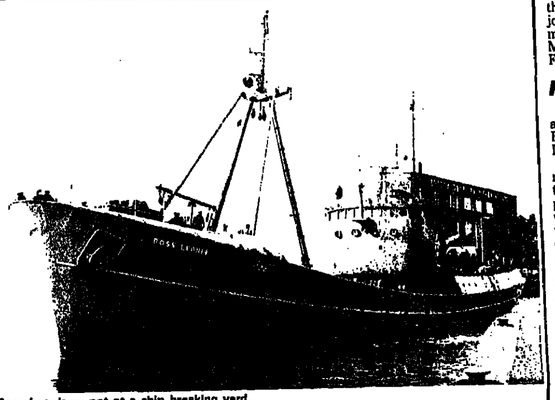
A FORMER winner of the now defunct British Silver Cod Championship has just joined another in a local ship breaking yard at Hull's Victoria Dock. The latest side trawler to be scrapped is BUT's *Ross Leonis* which has been laid up since the end of last year.

This 190ft. vessel, built at Beverley, in 1960 for Charleson Smiths, a subsidiary of the Ross Group, was known originally as *Stella Leonis* and under that name won the National Silver Cod Trophy in 1963 and 1964 while under the command of Skipper Ray Waller.

Hey-day

Many of the vessel's trips in her hey-day were to the White Sea, Bear Island and Norwegian coast grounds.

Last weekend she was towed a short distance to Draper's slipway to share the fate of two earlier Hull arrivals there — BUT's *Ross Trafalgar*, and Newington's *Somerset Maugham*, five times Silver Cod Champion.



Ross Leonis — not at a ship breaking yard.

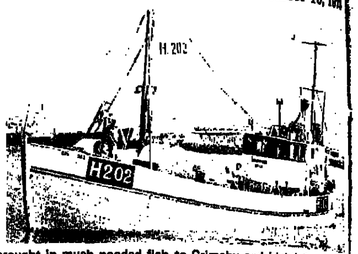
Herring ban charge

IRISH Skipper, Patrick O'Driscoll of Cape Clear, County Cork, has been returned for trial to the January sittings of the Cork Circuit Criminal Court, charged with breaking the herring ban in the Celtic Sea.

He is charged that on October 24 or 25, within the exclusive fishery limits of the State, as skipper of the vessel, *Golden Dawn*, he permitted a person on board to fish for herring contrary to the Fishery Consolidation Act.

Skipper O'Driscoll is further charged that on October 25, within the exclusive fishery limits of Ireland, he had herring on board *Golden Dawn* in contravention of the Fishery Consolidation Act.

Having returned the accused for trial on bail of £500, the judge made a detention order in respect of *Golden Dawn*, to be released on the lodgement of a personal bond of £38,000 by the skipper.



Above left: *Ter Streap* and *Jami*, two Belgian trawlers which brought in much-needed fish to Grimsby and (right) *Rosenborg* — the first of the 'borg' boats to top £100,000 for the year.

WARNING SIGNS AS RECORDS FALL

FISH MERCHANTS at Grimsby had a warning last week of what could still lie in store during the coming winter unless landings from foreign vessels are increased.

With the first signs of supplies from the anchor-seiners fading away and without any distant-water fish from the local or Icelandic fleets, landings nose-dived to well under 20,000 kits.

However, vessels which had managed to find fish did surprisingly well and as prices rose a series of records were broken.

Consolidated Fisheries set the pattern on the very first market. The anchor-seiner *Rosenborg* (Skipper Niels Peter Jensen) produced a £12,488 grossing from 297 kits, mostly of North Sea cod, which pushed her earnings past the six-figure mark for the year.

Rosenborg was the first of the 'borg' seiners to pass this milestone at Grimsby, although later in the week *Guldborg* (Skipper Hans Kristensen) repeated the feat with a grossing of £11,531 from 312 kits, again largely cod.

The next Monday record to go was a new company grossing high from *Lindenborg* (Skipper Carlo Thiim), worth £14,888 to Consols from 339 kits of cod and plaice before Skipper Eric Lose in the Consol-agented gill-netter Wardley established a Grimsby inshore grossings record of £15,004 from 243 kits of huge cod.

Also on to a record on the same market was Tom Sleight's inshore liner *Ashville* (Skipper Richard Lutchens) with her best-ever grossing of £2,811 since converting from seining last winter. *Ashville*, amazingly, is still working the dogs.

Career best

Later in the week came best-ever figures for the Bridlington visitors *Crusader* and *Contester* with £2,198 from 53 kits and £2,809 from 92 kits through the United Seiners agency. And the Jubilee Fishing Company celebrated its top trip, since its formation 18 months ago, with a £21,507 plaice special from the Dutch visitor *Pieter Gijsbertha* (KW 175), which turned out 525 kits.

Lead Us (Skipper Jackie Mountain) hit her career best with £1,041 from 25 kits of line-caught Humber spraga, and among several other near misses was a combined catch of £61,019 by the pair trawlers *Margrethe Bojen* and *Frederik Bojen* from 1,445 kits of cod and codling after a 13-day trip.

Holiday

With Jens Bojen away on holiday and Skippers John Richardson and Titus Bojen *in command*, the pair were only £1,800 off its previous port record of £62,808, set in August. However, *Margrethe Bojen* with her contribution of £28,565 was the port's top tripper of the week and finished well in front of BUT's *Ross Kelly* (Skipper Barry McCall), the port's top trawler.

The one-time distant-water vessel landed easily the largest single *trip* of mixed fish in a turnround of 1,006 kits after 17 days in Scotland. The big middle-water boat included 180 of haddocks, 170 of whiting, 70 of coley and 240 of dogfish. 12 of 'inks' in the landing alone was almost £10,000 clear. The next best, H. L. Taylors *Yesso* (Skipper Peter Brown) with £15,705 from a 16-day home waters trip of 476 kits.

Even though the trawlers are still finding things difficult, it was a much better week for Taylors with first grossings in or around the £14,000s.

Ross Kelly, top tripper at Grimsby last week with £25,008.

BRIDLINGTON TRAGEDY

Two men die as boat capsizes

TWO INSHORE fishermen died last week when the Bridlington - owned steel pocket trawler *Hannah Louisa* (H 10) capsized and sank four miles south-east of Flamborough Head.

Skipper Ian Anfield and 19-year-old deckhand Michael Nicholson were both lost after the 54-footer's gear came fast on wreckage. But the two other deckhands, Michael Custass (23) and Graham Green (19) were thrown into the sea and later picked up by another fishing vessel.

They suffered shock and exhaustion, but otherwise were unhurt.

Both survivors had been working on the deck, in calm seas, together with Mr. Nicholson when the 49-ton vessel suddenly turned turtle at midday on November 1. Skipper Anfield is thought to have been trapped inside the wheelhouse.

Unconscious

Mr. Nicholson was said to *have been knocked* unconscious and for a time the two survivors supported him in the sea until they were overcome by exhaustion.

A full-scale air-sea search was begun immediately and an RAF helicopter winchman was lowered *on to Hannah Louisa's* stern section only minutes before she finally sank, to try to find out if anyone was trapped and still alive inside. He later reported that his knocking had not been answered and there were "no obvious signs of life."

Hannah Louisa finally sank about a half-hour after she capsized. Bridlington lifeboat and a fleet of vessels kept up a continuous search of the area well into the night, but found only fish boxes and flotsam from the trawler.

Later coastguards and police searched the beaches between Flamborough and Bridlington, but there was still no sign of either body when the search was finally called off late on November 2.

Strong tides and worsening weather prevented a diving team from carrying out an early inspection of *Hannah Louisa*, which is lying in 20 fathoms. But on Sunday a team went down and confirmed that there was a body they were unable to recover in *the wheelhouse.*

Escape

In March 1977 the 10-year-old Thorn-built vessel, then carrying a five-man crew, had a narrow escape when she ran aground while making for Bridlington harbour in rough weather. Coastguards winched the men off with a breeches buoy in gale-force winds and *Hannah Louisa* was refloated later.

Hannah Louisa

FLEETWOOD REACTS TO ICES CALL

FLEETWOOD Inshore Fishermen's Association has reacted *strongly to recommendations by ICES* scientists that big cuts should be made in the 1979 Irish Sea catch of plaice and cod and overall landings should also be limited.

David Rainford, its chairman, said that if cuts were to be made in the total catch then there should be restrictions on who was allowed to catch it.

He urged a ban on all trawlers of more than 80ft., and more than certain tonnages and called for the setting up of a board of local people to administer the fishery and issue licences on a local preference basis.

Without such restrictions the outlook for inshoremen next year would be grim, he said. "Our boats are unable to go further than 50 miles. There is obviously not enough fish to go round so the Irish Sea should be made a small boat area."

Falmouth doubts

A DEAL to bring in 100 Scottish vessels to land at Falmouth Docks is still in the balance. Following a meeting, last week, no overall contract had been worked out between the docks and the Scottish Fishermen's Organisation.

After the meeting Ian Sutherland, docks managing director, said: "The matter is still at the discussion stage. I think the biggest thing that seems to be bothering them is the question of the new quotas and the effects they have on the economics of operating some of their larger vessels."

FAROE TRAWLER GRABS RECORD AT ABERDEEN

THE FAROESE line fishing boat *Pison* made a record landing at Aberdeen on Wednesday. She turned out 1,400 cwt., mostly small codling and haddock, which fetched £46,500.

For some time now poor fishing coupled with bad weather has been reflected in very poor markets at Scotland's premier port.

Skipper Martin Johannesen said he was "delighted" with his trip to Aberdeen.

Spokesman John Brown (Aberdeen) & Son (Ltd.) agents for the *Pison* said: "We are *hoping that* prices will be high enough to attract other foreign boats."

Complain

Aberdeen Trawler Officers Guild earlier complained *about Faroese* vessels landing catches at Aberdeen while UK trawlers were being "harassed" on the middle-water grounds by Faroese gunboats.

They also claim that stringent conservation measures including large-size mesh and closure of traditional grounds were making it inviable for UK boats to fish the Faroese grounds.

Boat sinks at moorings

A FORMER BUT distant-water trawler sank at her moorings in Grimsby early on Monday. The 324-ton *Locarno* was discovered semi-submerged, resting on her starboard side, with only the bows, her main mast and upper port quarter of the wheelhouse out of the water.

Locarno has not fished for more than three years, since she damaged her stern gear in pack ice off Iceland. Earlier this year BUT decided to scrap the 20-year-old trawler and it is understood she is now owned by a Mr. Valman of London, who planned to convert the vessel for non-fishing purposes.

FLEETWOOD KEEPS TOP FINANCE AS ...

Big mackerel catch goes for meal

THERE ARE hopes that French trawlers will again use Fleetwood as a landing base now that their summer refits have finished.

Last week the stern trawler *Jones Bank* — one of the first French boats to use the port when France's trawlers began landing — provided the highlight of the week's landings when she brought in 900 kits — including 135 of cod, 25 of plaice, 145 of haddocks, 160 of whitings, 120 of coley, 15 of roker and 10 of dogs, which sold for £26,531.

Agents for the vessel were Boston Deep Sea Fisheries whose Fleetwood manager Dennis Bond said: "We are hoping this is the start of our French connection once more.

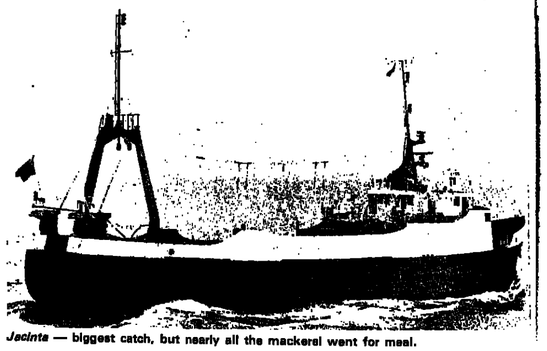
"When they started landing in January they were arriving fairly regularly and I hope we start getting a regular flow now. It's certainly very much needed."

His words were underlined by last week's total landings, which were far below the level needed to keep Fleetwood viable. In an effort to bring in more supplies, a delegation from the port flew to Faroes, returning last week.

It consisted of Mrs Doris Newsham, managing-director of J. N. Ward and Son Ltd., Barry Palmer, of the same firm and Alan Welsh, junior vice-president of Fleetwood Fish Merchants' Association.

Ironically, the biggest catch landed at Fleetwood last week went mainly for fishmeal. The stern trawler *Jacinta*, commanded by Skipper Bill Taylor, returned to give her crew a break from the south-west mackerel fishery and landed 1,021 of mackerel which sold for a mere £3,657.

It was also a sign of the times that the top West Coast trawler of the week was not from Fleetwood but Milford Haven. This was the *Brysker* which landed 206 kits at the Welsh port which sold for £10,351 — the third time in succession she has topped £10,000. Quality roker was her main variety.



Jacinta — biggest catch, but nearly all the mackerel went for meal.

EEC TRAINEES AT HULL SEMINAR

FORTY-SEVEN trainee master fishermen and eight fishing instructors from eight countries are taking part in the second EEC Fishing Seminar, which starts at Hull College of Higher Education on Sunday.

Fishery scientists are also attending the six-day event, which is organised jointly by the Centre D'Etude et D'Action Sociales Maritime (CEASM) and the College's Centre for Fisheries Studies.

All of the trainee fishermen are drawn from Community countries. France and Italy are sending seven each, Britain and Denmark six each and Belgium, Holland, Germany and Eire five each. Simultaneous translation is being provided for non-English speaking participants.

Subjects for the lectures and discussions during the week include the main developments in EEC fishing, management of resources and an economic approach to deciding on fishing restrictions.

During the course the trainees will visit Hull Fish Market and use the fishing simulator and electronic aids at Hull School of Nautical Studies. There will also be practical work at the WFA's flume tank.

Wednesday afternoon will be devoted to a visit to the inshore port of Bridlington to see fishing boats and port installations and meet commissioning skippers and master fishermen.

Wet-fish 'famine' ended

THE Icelandic trawler *Hegranes*, which made £64,607 for 1,831 kits in Hull on Monday provided the port with its first direct wet-fish landing from any vessel for over a week.

Among the turnout were 801 kits of cod, 384 of coalfish, 223 of haddock, 60 of plaice, 16 of halibut, 90 of coley and a similar amount of bream.

Prices ranges per 10-stone kit, heads on, included: £45-£43.50 for cod, £31.90-£31 for codling, £37.25-£40.25 for haddock, £38.25-£40 for plaice and £75-£80 for halibut.

Boyd Line were port agents for the trawler, which was visiting Hull for the first time.

Iceland boats step in as seiners lay up

THE ARRIVAL in Grimsby this week of the two Icelandic trawlers *Ran* and *Solberg* together with the Faroese *Vadhorn* could scarcely have been more timely because most of the port's anchor-seiner fleets are stopping for the winter break and laying up in numbers.

At least 30 vessels had done their last trips and were laid up last weekend. And with the first reports of slack fishing on the main seining grounds, plus the ever-shortening days, only a handful of vessels put back to sea again for one last fling.

Owners and operators reported that nearly everyone still at sea would be 'finishing' at the end of their present trips.

The loss of about 130 seiners, excluding the pair teams, would leave an enormous gap in the continuity of fish supplies under normal circumstances. But through this spring, summer and autumn it has been largely the seiners' efforts which have kept Grimsby's wet fish markets so well supplied that the decimation of the port's distant-water fleets has so far hardly been felt.

Reduction

Usually a number of the larger vessels turn to industrial fishing for sprats, but this year the prices being offered for reduction of the fish to meal are well below what the fishermen want. Not even the regular 'spratters' will commit themselves to joining this traditional winter fishery at this stage unless there is an improved offer.

'Blacked' trawlers —talks?

REPRESENTATIVES of two Hull trawler companies are seeking talks with shore-based engineering workers at Milford Haven who are blacking their ships.

Members of the AUEW employed by Milford Dry Dock Co. claim that Boyd Line and Thos. Hamling Ltd. sent engineers from Hull to do repair and maintenance work.

But the owners say they employed local labour and only sent down specialists.

FLYING EELS TAKE OFF FOR HOLLAND

FISH FARMER Maurice Ingram on the north Somerset coast made his first break into the EEC last month when he had 300 kilos of live silver eels flown to Holland.

They were airfreighted from Lulsgate Airport, Bristol, to Amsterdam. Twelve hours later, gutted and smoked, the eels were on sale in the city's restaurants.

Nine years ago Mr. Ingram began growing (he prefers the term growing to breeding) fish on a small site near Hinkley Point nuclear power station, using the station's warm outfall water.

He has since formed the company Marine Farms Ltd. with local Somerset businessmen and farms on a 1½ acre site leased from the Central Electricity Generating Board.

Equipped with eleven 22,000-gallon circular tanks, packing, storage and office facilities, the warm water connection to the power station is beginning to pay off. There is even the possibility of expansion — the company is negotiating with the board for additional land.

The farm also rears young oysters for on-growing, but eels appear to offer the best prospects. Elvers are readily available from local eel stations.

Mr. Ingram said: "The outfall water, which is between 15 and 30 deg. C. warmer than the coastal sea water depending on the time of year, is ideal for eels, which are the most practical fish we can find to grow in large quantities."

"Top quality silver eels have a high fat content and are excellent for smoking."

He buys his elvers (each weighing about a third of a gramme) by the kilo in April and May. "By the time we sell them after 16 months, they weigh about 200 grammes each," he said.

Eels are a high-priced and much desired food in several European countries. "It is an expanding market and we are achieving what we hoped for," he said.

He will be achieving even more when he sends a three-ton eel tanker shipment over to Holland in December.

Meanwhile in Holland, plants producing smoked eels have been experiencing difficulties obtaining supplies from the Ijsselmeer, the expanse of water formerly called the Zuider Zee.

In the first half of 1978, supplies were just below 330 tons (worth the equivalent of $1.52 m). Indications are that total output from the Ijsselmeer this year will be below the 1977 level of 783 tons.

'Kipling' escapes mothballs

BRITISH United Trawlers at Grimsby has pulled another of its former distant-water trawlers out of mothballs in an attempt to improve fish supplies at the Humber port this winter.

The vessel is the 163-foot *Ross Kipling* which sailed for the middle-water grounds off the north of Scotland last weekend. *Ross Kipling* now follows sister 'K' class trawlers *Ross Kelly* and *Ross Kelvin*, which BUT has also recently put back on to fishing in home waters, and it is understood that the company hopes to have *Ross Kashmir* back at sea as well soon.

The four vessels were laid up in August after a series of indifferent trips on the middle-water grounds. None of the trawlers has done a distant-water trip this year.

Faroese trawler helps Grimsby

***VADHORN*, the first Faroese wet fish trawler to land at Grimsby for well over a year, made a big impression on Monday's poorly-supplied market.**

Her 1,428-kit, including 925 of codstuffs and 350 mixed haddocks, grossed a handsome £49,084 at an average of £34.37 per kit. *Vadhorn* landed to the Danbrit agency, which had a busy week with three Icelandic trawlers as well.

Monday also brought Grimsby's new Boston-Sleight foreign agency their first landing when the Icelandic *Ran* landed 992 kits to gross £33,489.

A spokesman for the new agency told *Fishing News* everyone was well-pleased with the first joint effort considering almost a third of the catch was coley and redfish.

Boston-Sleight had a Faroese vessel for Thursday but details were not available when *Fishing News* went to press.

FIRE SHIP IS BACK HOME

A DECISION on the future of the Grimsby middle-water trawler *Okino*, badly damaged by fire off the Shetlands last month, is expected shortly from H. L. Taylor Ltd., owner of the 273-ton vessel.

The smoke-blackened *Okino* is now back at the Humber port and appears to have suffered extensive damage to the wheelhouse and the upper and lower accommodation aft. It is also understood that there is extensive damage to some of the structural steelwork.

Last week a spokesman for UK Trawlers Mutual Insurance Company Ltd., which carried the insurance on the 16-year-old vessel, told *Fishing News*: "No firm decision has been arrived at with regard to the repairs and the owners are still contemplating what course of action to adopt."

Okino, among Taylor's top-earning trawlers, was on her sixteenth trip this year when the fire occurred. In September she narrowly missed establishing a new company record with a career-best Faroese trip worth £25,500.

The smoke blackened and fire-gutted bridge on *Okino*.

Wooden boats switch to fish tanks

Below: the 86ft. cruiser stern-ed *Sarepta* in Fraserburgh after being fitted out with a refrigeration system.

THREE Scottish wooden-hulled vessels — the Shetland purse seiner *Zephyr* and the Fraserburgh pair trawlers *Qui Vive* and *Sarepta* have been fitted with fish tanks. This marks a major innovation in the Scottish fleet, previously fish tanks have only been used aboard steel-hulled boats.

Zephyr has been equipped with tanks only, but the other two have been fitted with a

...dual system also handles white fish

refrigerated sea water system which introduces yet another new feature aboard Scottish boats.

The tanks can be used as a chilled fishroom for carrying the catch in boxes when the boats are trawling or seine netting for white fish.

Up to now it has been accepted that fish tanks are primarily for use when vessels are fishing for pelagic species, such as herring and mackerel. But the expensive RSW system lies idle if the boat switches to white fish operations.

It was this factor which led Promac Nederland BV, the Dutch manufacturer of marine refrigeration equipment, to develop a dual purpose refrigeration plant which can be used for both types of fishery.

This system fitted to *Qui Vive* and *Sarepta*, has been supplied through the Yorkshire firm of Morep Ltd., Promac's agents in the UK.

Main contractor for fitting the tanks and refrigeration equipment was the Sandhaven boatbuilder J. and G. Forbes and Co. The naval architects, Napier of Arbroath designed the tanks and also carried out the stability re-calculation.

Each vessel is fitted with three insulated steel tanks designed to give a capacity for about 50-tons of fish when being used as RSW tanks for herring or mackerel. The method of cooling the tank contents also differs from that of other types of RSW plant.

System

Instead of circulating the tank water through a seawater cooler, the system incorporates sturdy pipes mounted against the tank sides and protected by perforated steel sheets. A secondary refrigerant is pumped through these pipes which circulates through the primary refrigeration cooler.

The tank water is also circulated, being pumped around the cooling pipes to obtain optimum [illegible] and heating transfer.

One big feature [illegible] system is that fouled [illegible] does not pass th[illegible] cooler itself — where deposits would have the serious effect of the [illegible] and efficiency of the [illegible]

But the main advan[illegible] the system is that [illegible] operates when the [illegible] being used as fish[illegible] for carrying the sea [illegible] boxes.

By use of a multi-[illegible] compressor the se[illegible] refrigerant circuit [illegible] to operate to provide [illegible] tional fishroom co[illegible]

Aboard *Qui Vi[illegible]* *Sarepta* the refrig[illegible] machinery is housed [illegible] forward end of the [illegible] fishroom and incorp[illegible] 40 kW Grasso c[illegible] and three Deutz [illegible]

The hatches for the [illegible] refrigerated seawater [illegible] aboard *Qui Vive*. The [illegible] designed to give a capacity [illegible] about 50 tons of fish.

Qui Vive — pairing with [illegible] *ta* for mackerel during [illegible] winter and then switching [illegible] *white fish operations* when [illegible] mackerel season is over.

[illegible] by a Volvo Penta [illegible] engine. It is designed to [illegible] 70 cu.m. of seatater from [illegible] deg.C. down to 0 deg.C. in [illegible] hours.

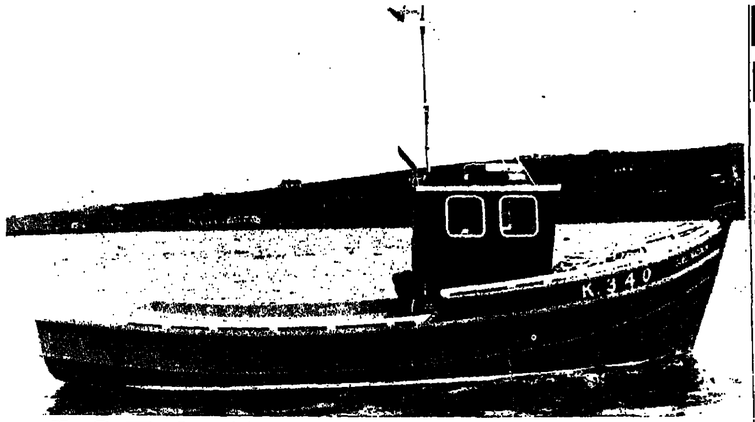
When the vessels are carrying [illegible]-boxed fish, the plant will [illegible]ntain the air temperature [illegible] the tanks at about two [illegible] deg.C.

Stability

The system should prove [illegible]eal for use aboard *Qui Vive* [illegible] *Sarepta* which will be [illegible] travelling for mackerel [illegible]ring the winter and then [illegible]witching to white fish [illegible]erations when the mackerel [illegible]son is over.

Both vessels were built by [illegible] and G. Forbes and Co. in [illegible]. With an overall length [illegible] 86 ft. the cruiser sterned [illegible]*repta* fishes under Skipper [illegible] Noble of Fraserburgh. [illegible] 89 ft. transom-sterned [illegible] *Vive* was built for [illegible]pper Francis Reid of [illegible]ckerstown.

Zephyr was also a product [illegible] the Forbes yard in 1976, [illegible] built for Skipper John [illegible]se of Whalsay. Her three [illegible] CSW tanks were fitted [illegible] Forbes, with the Napier [illegible] handling the tank design [illegible] stability calculation.



LOBSTER BOAT JOINS ORKNEY FLEET

A 28FT. clinker-built wooden lobster boat has been completed at the James Duncan yard in Orkney. Named *Girl Nicola*, (pictured above) she has joined the local fleet and is owned by Mr. J. M. Ward of Deerness.

Constructed from larch on oak to WFA and HIDB specification, the vessel is powered by a 59hp Lister HRW4 engine with a 3:1 reduction.

There is accommodation provided for a two-man crew. Wheelhouse equipment on the boat includes: 'Sailor' vhf radiotelephone; Ferrograph G500 Mk II and Wills Ridley steering. A caloy pot-hauler is fitted on deck.

According to the equipment fitted, the current price being quoted by Duncan's on this type of vessel is around £17,500.

The Duncan yard has been busy this year with export orders. Three 36ft. GRP hulls have been fitted out for Bahrain, Saudi Arabia.

New French engines

THE FRENCH engine company Baudouin have introduced two new diesel engines which are turbo-charged versions of their well established vee-six and vee-twelve engines. The new engines are aimed at the pleasure boat market but would be equally suited to fast fishing and workboats.

Both engines are available in three versions, the lowest powered versions being for fishing boats, the middle powered for ferries, pilot boats etc., and the highest powered for pleasure and patrol boat use.

Versions

The V-six produces 192, 200 and 240hp in the different versions whilst the V-12 produces 385, 400 and 500hp in the same respective versions.

Gearboxes with a reduction gear of up to 1.6 are available for the smaller engine whilst for the larger engine the ratios range up to 1.4.

50 years ago

. . . Recalling some of the stories which appeared in our columns this week 50 years ago.

NOVEMBER 10, 1928

FIRST section of enlarged market space at Hull opened. This was not expect to be finished until end of year. Whole scheme of 1,400 ft. of quay space estimated at cost of £100,000.

PROPOSAL to construct new fish dock at Grimsby looked hopefull at meeting between Grimsby trawler owners and representatives of the L.N.E.R. The Grimsby Corporation will raise capital to build dock and railway Co., will lease it. Estimated cost £1,250,000.

YORKSHIRE Fishery Board appoint full time bailiff to prevent fishing without licences.

FLEETWOOD trawlers *Gurraween* and *Goolgwai* reach Colombo safely. Trawlers have Fleetwood crew. They left in September.

DECREASE of 1,840 tons of fish at Milford Haven during past quarter compared with corresponding period due to failure of herring season.

ABERDEEN trawler *Ben Meidie* returned from six month trip carrying out experiments in keeping fish in good condition at sea. Fish all packed in non-returnable boxes returned in excellent condition — possibly best ever quality catch brought from Iceland.

New type of netting needle

IF YOU have to repair nets from time to time you are likely to be interested in a new type of netting needle which is in course of being patented and is being produced in Scotland.

Invented by Victor Hetherington of Ayr, who calls it his needle/shuttle, it differs from any netting needle yet produced in having a retractable knife blade in the point.

The blade is double edged and you can shove it out with your thumb when you want to use it to cut twine, and retract it in the same way when you have done so.

The inventor claims that incorporation of the blade in a needle speeds the process of repairing as there is no need to stop and pick up your knife whenever you want to cut the twine. He says that, although he is not a last net repairer himself, he can hold his own with the best when using the needle.

Apart from the blade, which is held in place by rivets, the device differs in no way from a conventional needle. It is made of nylon or similar plastic material and the blade does not make it unbalanced.

The introductory model is 9¾ in. (248 mm) long by 1 in. (25 mm) wide but a range of different sized needles will be made in accordance with demand.

I have shown the prototype to several fishermen who make their own nets and have had more experience of mending them than they care to recollect.

Opinions vary about the potential value of the device. Some think it will prove a boon to those mending nets in reasonably comfortable conditions in daylight but somewhat dangerous to use on a heaving deck at night. Others consider that it will prove to possess advantages over conventional needles if the blade is kept well oiled and sharpened but not so otherwise.

Consensus of opinion is that it is an ingenious development, the precise merits of which will only be fully revealed by extensive trials under varying working conditions.

The only practical way to find out whether you personally are likely to benefit by this invention is to get a needle/shuttle or two and experiment with them.

Sizes available, and prices, are obtainable from Victor Hetherington, Wallace McDowall Ltd., Kyle Works, 15 Smith Street, Ayr. (Tel: 63810), Scotland.

Sheathing a boat

IN *Fishing News*, October 13, I described various ways in which you can sheathe an old wooden boat and prolong its life.

I mentioned that ferrocement could be used but as the inquirer only wanted to sheathe a 20 ft. clinker-built boat, I did not describe how it is applied; I thought that, as its proper application requires the assistance of specially skilled plasterers or tradesmen, the owner would not want to go to the expense of employing them.

It is possible though that if you want to prolong the life of a larger wood or steel boat, you might like to know briefly what is involved in skinning a boat with ferro-cement. You will then be in a position to judge which, of all the methods described, would be likely to suit your particular purpose and pocket best.

The principal advantage of sheathing a boat with ferrocement is that the skin is mechanically fastened to the hull instead of being bonded to it. Another is that the skin — about 18 mm thick — is of uniform tensile strength.

Planking or plating in very poor condition and even sizeable holes in the hull can, according to the method's advocates, be covered with it satisfactorily.

Procedure for skinning a wooden hull is as follows: haul the boat out and block it up in a shed in which a sufficiently high temperature can be maintained to allow proper curing of the plaster, a shed in which it can remain for about four weeks.

Remove all skin fittings.

Staple five layers of welded mesh to the planking up to the gunwale or, if you want, over it and over decks as well. Each layer has to be hammered and stapled so that it fits the hull closely, cut and fitted around plugs placed in skin fitting holes and the outboard propeller shaft bearing.

When all the wire mesh is in place, it is then filled with plaster, preferably by a team of specialists. They use spray equipment and spray the mortar hard against the hull until it builds up through the mesh to the required thickness. They then fair its surface until a satisfactory finish is obtained — a process which takes several hours.

If it is impracticable to employ specialist plasterers, the work can be carried out by local ones. In this case spray equipment will not be used; the mortar will be trowelled through the mesh as well as faired by hand.

Whether sprayed or trowelled into place, the skin has to be carefully wet cured for from one to four weeks depending on ambient temperature. During this time it must not be allowed to dry; it must be kept wet by an automatic sprinkling system or other means.

When the skin has cured, procedure is to let it dry and then etch it with hydrochloric acid solution before applying primers, paints and antifouling compositions formulated for use on ferrocement hulls.

If you want to skin a steel hull, procedure is the same in all but one respect. Instead of fastening the layers of wire mesh to the hull with staples, you have to spot weld the first layer to it in numerous places and then secure the remaining layers to it by means of hook ties — a somewhat lengthier process.

Detailed information about materials and tools needed to sheathe a boat with ferrocement, and about the cost of employing a team of specialist plasterers, are obtainable from MacAlister Elliott and Partners Ltd., 6 Highfield, Lymington, Hampshire.

Up-to-date almanac

WITH 1979 not far away it makes sense to get a copy of Reed's Nautical Almanac published each year.

It contains not only practically all the navigational information you are likely to need during the next twelve months plus up-to-date information on signals, distress and rescue procedure, and first aid, but also has information about new procedures and inventions likely to affect fishermen.

The almanac for 1979 contains advice and instructions for using electronic calculators for coastal navigation; for finding D.R. positions, courses and distances; and for obtaining position lines from celestial observations.

What it has to say about the use of calculators for coastal navigation will be of direct concern to all young seamen who aspire to become mates and skippers of fishing vessels.

Coastal navigation, it says, can be an almost continuous process and aids which can be utilised for rapid calculation should be seriously considered. It must always be understood, however, that the calculator is an aid — it is a piece of electronic equipment which is fallible, but useful for supplementing the basic skills of the navigator by enabling rapid checks to be carried out to calculations already made and, as confidence grows, of carrying out initial calculations.

It would be most unwise to use a calculator without fully understanding the fundamental principles involved and being able to work out the problem longhand. Appropriate tables should therefore always be carried on board.

Calculators can be divided into three main groups — the inexpensive arithmetical type with a decimal base, the scientific or slide rule calculator with algebraic, trigonometrical and logarithmic functions and a number of memories, and the most expensive calculators which can be programmed for repitition work either manually or by insertion of magnetic card and sometimes have print-out facilities.

The middle range of scientific or slide rule calculators with trigonometrical and logarithmic functions, square root, exponents and reciprocals, with two or three memories, would fulfill the needs of the average coastal navigator.

Not only does the almanac provide you with some sage advice on the use of calculators but with advice on the types most suitable for both coastal and deep sea navigation — advice which I have not yet come across in any other publication.

For good measure it provides you with ten pages of examples which show you how to use your calculator to work out various oft-recurring coastal and deep sea navigation problems.

Reed's Almanac for 1979 also includes up-to-date information about the IALA buoyage system, reprogramming of radio beacons and changes in traffic separation routes. A cleverly designed centre page, containing entries which align with marks on the foredge, give even readier access to information wanted than hitherto.

If you can't get a copy from your local chandler or nautical bookseller, you can get one direct from Thomas Reed Publications Ltd., Saracen's Head Building, Old Cock Lane, London EC2V 9BY.

Football fields and purse nets

"COULD you please let me know what the area of the largest purse net is compared to a football field?"

Some of the largest Dutch boat tuna purse seine nets are one and a half miles long and over 100 fathoms in depth. They therefore enclose an area considerably greater than that of a football field.

ANY QUESTIONS?

IF YOU have any queries about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.

Cornwall's tuna run

THE MONSTER 600 lb tuna fish at Newlyn reported in *Fishing News* last week, was followed by two bigger specimens.

A 630 lb tuna was landed the following day selling for £184 to Suttons (Cornwall Ltd.). And this was topped two days later when a giant weighing 714 lb taken by a purse seiner was brought ashore.

By this time prices had plummeted and Nick Howell Fish Ltd. was able to steam in and buy the fish for £76.58.

Next day the fish was on its way to Billingsgate.

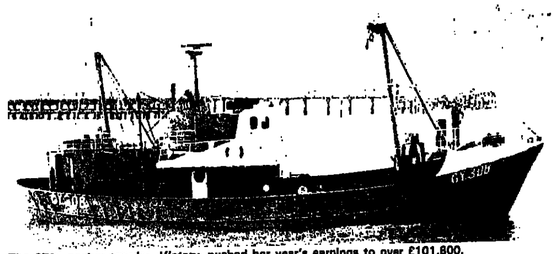
'Victory' powers to six figures

An eight-day North Sea trip, worth just £6,108, pushed the Grimsby near-water pocket trawler *Victory* and Skipper George Reader up among the top small-boat earners last week with grossings this year in excess of £101,800.

Landing, as usual, through the Tom Sleight (F.S.) Ltd. agency, *Victory* needed only slightly over £4,500 to gross more than £100,000 in a calendar year, but with more than 100 kits of splendid cod in a 145-kit turn-out the issue was never in doubt on a poorly-supplied market and *Victory* averaged £42.12 per kit.

The 67-foot steel vessel, recently repainted a celebratory scarlet in anticipation, was brought to Grimsby four years ago as *Pacem-in-Terris* from Belgium. In 1976 *Victory* was bought by Mr. Tom Walkley, an underwater diver and explosives expert, and just over a year ago he persuaded George Reader, one of Grimsby's top near and inshore skippers, to join her.

The team which put *Victory* into the big time last week. Left to right: Tom Walkley, the owner, with crew members Johnny Stevens, Skipper George Reader, John Walkley and Peter Sampson.



The 67ft. pocket trawler, *Victory*, pushed her year's earnings to over £101,800.

Almost immediately the new arrangement paid off, and at one stage early this year Skipper Reader had broken four port records in five trips.

Mr. Walkley told *Fishing News* the year's achievement was the result of team effort by the four-man crew. *Victory* notched up her earnings in 20 trips. To mark the occasion Peter Catchpole, managing director of Tom Sleight (F.S.) Ltd., presented Skipper Reader with a ship's clock and barometer.

Throughout the past year *Victory* has used the Cosalt Concord inshore trawl rig.

£½M REPAIRS FOR BEN EDRA

THE 370-ton North Shields trawler *Ben Edra*, ravaged by fire as she lay alongside Smiths Shiprepairers berth on the Tyne two months ago (*Fishing News*, Sept. 8), is to be repaired.

At the time of the fire she was undergoing modifications for the coming mackerel season in the south-west after having completed a successful summer cod fishing. More than 50 firemen fought the blaze and it seemed in the balance afterwards whether she would be refitted or scrapped.

The repairs will cost about £500,000 and, it is hoped, be carried out on the Tyne, according to a spokesman for her owners Richard Irvin & Sons Ltd.

"We are still awaiting the go-ahead from the underwriters," said Gordon Doble of Irvin, "but the work should start later this month."

Boston boats leave for south-west

THE first two of the smaller class of stern trawlers owned by the Boston Group at Lowestoft, have left for the south-west mackerel fishery. First to leave Lowestoft was *Boston Sea Gazelle* and she was followed by *Boston Sea Cobra*.

It is thought likely that they may be joined by *Boston Sea Vixen* and the shortly to be completed *Boston Sea Stallion*.

A MONTHLY FISHING NEWS FEATURE

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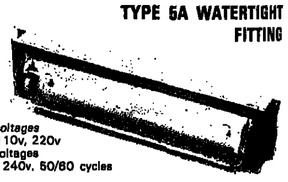

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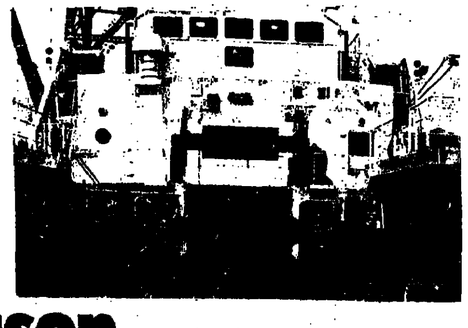

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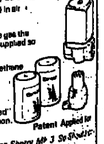

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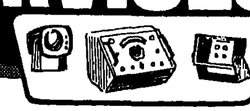

A MONTHLY FISHING NEWS FEATURE

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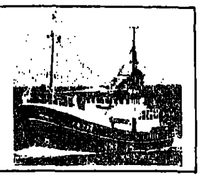

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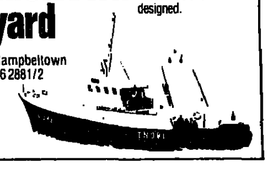
Stern trawlers now from Campbeltown Shipyard

Following the success of its seiner/pair trawlers, Campbeltown Shipyard has introduced a new family of stern trawlers.
First came 87-foot boats for the Faroes ... and now a 105-foot vessel has been designed.



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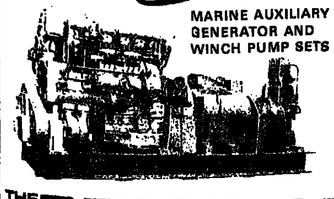

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Middle water

£24,992: *Ross Kelly*, BUT (Sk. B. McCall), 1,006k, W, 17 days.
£15,705: *Yesso*, Taylor (Sk. P. Brown), 476k, W, 16 days.
£15,143: *Ross Leopard*, BUT (Sk. J. Brown), 479k, W, 17 days.
£14,859: *Ross Juno*, BUT (Sk. J. Roberts), 421k, W, 17 days.
£14,314: *Ogano*, Taylor (Sk. N. Bray), 438k, W, 18 days.

North Sea

£14,601: *Erimo*, Taylor (Sk. W. Hodson), 412k, NS, 13 days.
£14,202: *Hondo*, Taylor (Sk. C. Drevers), 325k, NS, 15 days.
£14,134: *Loveden*, Lindsey (Sk. G. Ireland), 377k, NS, 12 days.
£12,484: *Kyoto*, Taylor (Sk. G. Drewery), 346k, NS, 14 days.
£12,440: *Tom Grant*, Lindsey (Sk. R. Sinclair), 362k, NS, 13 days.

Seiners

£14,888: *Lindenborg*, Consol (Sk. C. Thiim), 339k, NS, 19 days.
£12,488: *Rosenborg*, Consol (Sk. N. P. Jensen), 297k, NS, 20 days.
£11,531: *Guldborg*, Consol (Sk. H. Kristensen), 312k, NS, 19 days.
£6,951: *Dover Star*, Danbrit (Sk. C. Jensen), 214k, NS, 15 days.
£6,785: *Well Bank*, Sleight (Sk. E. Nielsen), 194k, NS, 11 days.
£6,403: *Britta*, Danbrit (Sk. A. Chester), 161k, NS, 15 days.
£5,606: *Zanto*, Sleight (Sk. A. Whittle), 141k, NS, 15 days.
£5,165: *De-Aston*, Sleight (Sk. P. Frederiksen), 133k, NS, 18 days.
£3,170: *Iysha*, Hamling (Sk. W. West), 91k, NS, 18 days.

Pair teams

£51,019: *Margrethe Bojen*, £28,565: (Sk. J. Richardson), 768k, and £22,454: *Frances Bojen*, (Sk. M. Bojen), 611k, both John R., NS, 13 days.
£26,545: *Green Valley*, £16,533: (Sk. R. Younger), 470k, and £10,012: *Geiser*, (Sk. M. Clark), 324k, both Danbrit, NS, 15 days.
£23,517: *Searcher*, £14,200: (Sk. D. Cox), 350k, and £9,317: *Lochearn*, (Sk. M. Cox), 246k, both Sleight, NS, 16 days.
£14,753: *Limanda*, £9,110: Consol (Sk. D. Rose), 287k, and £5,643: *Taarnborg*, Danbrit (Sk. J. Hill), 203k, both NS, 15 days.

Gill-netters

£15,004: *Wardley*, Consol (Sk. E. Lose), 243k, NS, 8 days.
£2,190: *White Bank*, Consol (Sk. O. Christensen), 38k, NS, 3 days.

Belgian trawlers

£18,751: *Blue Bird* (Z 418), Hamling (Sk. C. Couwyzer), 366k, NS, 11 days.
£15,699: *Shamrock* (Z 189), Hamling (Sk. B. Schiltz), 355k, NS, 10 days.
£14,406: *Sea Bird* (Z 584), Hamling (Sk. A. Wtteriuulghe), 328k, 12 days.
£12,391: *Lucali* (O 274), Hamling (Sk. G. Lebluy), 307k, 10 days.
£10,028: *Jami* (O 123), Hamling (Sk. P. Calcoen), 274k, NS, 11 days.

FLEETWOOD

Homewater

£26,531: *Jones Bank*, Boston (French vessel), 900k,
£9,585: *Resound*, Ward (Sk. W. Ansell), 254k, 15 days.
£8,309: *London Town*, Hewett (Sk. J. Buckley), 221k, 14 days.
£7,537: *Andrew Wilson*, Hazael (Sk. M. Oldman), 200k, 15 days.
£4,296: *Charmor*, Hewett (Sk. O. Jenson), 146k.
£3,908: *Southards*, Hewett (Sk. S. Carlson), 106k, 12 days.
£3,657: *Jacinta*, Marr (Sk. W. Taylor), 1,021k.
£3,212: *Lady Peta*, Hayton, 97k.

ABERDEEN

£17,174: *Pindarus*, BUT (Sk. J. Glasgow), 625k, S, 16 days.
£13,513: *Japonica*, J. Wood Group (Sk. J. Ogston), 379k, F, 14 days.
£13,466: *Birchlea*, BUT (Sk. M. Taylor), 349k, F, 17 days.
£12,982: *Grampian Chieftain*, North Star (Sk. H. Hentze), 499k, S, 17 days.
£12,682: *Glen Carron*, Marr (Sk. J. Taylor), 545k, S, 14 days.
£11,177: *Milwood*, J. Wood Group (Sk. J. Bowie), 323k, S, 15 days.

LOWESTOFT

£17,723: *St. Philip*, East Coast (Sk. T. Martin), 429k, NS, 11 days.
£15,904: *Boston Sea King*, Boston (Sk. W. Barnard), 373k, NS, 12 days.
£13,503: *Hatherleigh*, Putford (Sk. B. Turner), 311k, NS, 13 days.
£13,056: *St. Mark*, East Coast (Sk. J. Kelly), 320k, NS, 12 days.
£12,669: *Boston Wasp*, Boston (Sk. M. Barnard), 314k, NS, 12 days.
£12,482: *Suffolk Conquest*, Hobsons (Sk. R. Fiske), 338k, NS, 12 days.

NORTH SHIELDS

£11,381: *Ben Glas*, Irvin (Sk. S. Sheader), 21,994kg, NS, 9 days.
£8,255: *Ben Strome*, Irvin (Sk. E. Longhorn), 19,540kg, NS, 6 days.

Under 80 ft.

£11,323: *Christine Nielsen*, Irvin (Sk. C. Ellis), 19,202kg, NS, 7 days.
£8,650: *Lindisfarne*, Irvin (Sk. J. Bailey), 22,575kg, NS, 4 days.
£7,394: *Bishop Burton*, Newington (Sk. T. Fairley), 12,677kg, NS, 7 days.
£5,470: *Sedulous*, Caley (Sk. R. McBain), 9,062kg, NS, 3 days.
£5,082: *Burton Fleming*, Newington (Sk. A. Lopez), 9,118kg, NS, 6 days.
£4,278: *Scarlet Thread II*, Irvin (Sk. T. Buchanan), 9,283kg, NS, 4 days.

Pair teams

£11,212: *Novo Spero*, £6,254 (Sk. D. Fairnie), 11,818kg and £4,958, *Stardust*, (Sk. W. Fairnie), 9,680kg, both Caley, NS, 3 days.

MILFORD HAVEN

£10,351: *Bryher*, Norrard (Sk. A. James), 206k, 13 days.
£9,108: *Norrard Star*, Norrard (Sk. J. Rogers), 211k, 11 days.
£5,693: *Westerdale*, Linke (Sk. T. Smith), 125k, 13 days.
£2,047: *Arthur Harvey*, (Sk. F. Reynolds), 39k, 8 days.

GRANTON

£5,708: *Arctic Attacker*, Liston (Sk. B. McPherson), 256 cwt., NS, 13 days.

KEY: BI Bear Island; SS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

FOLKESTONE

Five boats landing. Prices *per stone:* large cod, £4.25; medium, £3.80/£4; codling, £2.90/£3; pouting, 85p/£1.40; dabs, £3.45/£3.60; whiting, £1.50/£1.65; lemon sole, £6.80/£7.50; plaice, £6.75/£8.90. Prices *per lb:* large Dover sole, £1.30/£1.38; slips, 81p/92p; bass, £1.03.

TUESDAY, NOVEMBER 7

ABERDEEN

114 tonnes from 10 Faroe and North Sea boats. Prices *per cwt:* cod, £32/£34.40; large codling, £38/£39.50; medium, £29/£38.50; small, £23/£33.50; ling, £24; tusk, £21; saithe, £25/£25.80; extra large haddock, £34/£37.50; large, £36.50/£47; medium, £32/£35.50; small, £21/£34; whiting, £12.70/£22; hake, £15.60; lemon sole, £34/£58; plaice, £48/£50. Price *per cwt:* halibut, £10/£24.

LOWESTOFT

1,006 kits from three boats. Prices *per 10 st. kit:* large cod, £38/£44; large plaice, £46/£46; medium, £46/£50; small, £44/£48; codling, £22/£42; large haddock, £38/£50; small, £16/£33; large turbot, £178/£188; small, £86/£90; lemon sole, £48/£68; Dover sole, £220; catfish, £24/£26; brill, £45/£55; monkfish, £70; dogfish, £19/£28.

NORTH SHIELDS

Prices *per 40 kilo unit:* large cod, £34; medium, £32/£33; selected medium, £26.50/£30; selected small, £24.50; small, £18.50/£23.50; large haddock, £32; medium, £27/£28; small, £16/£22; medium lemon sole, £39/£41.50; small, £26; large dogfish, £12.50/£15.50; small, £9/£10; large whiting, £21; medium, £8/£12; small, £5/£7.75.

PETERHEAD

2,984 boxes from 36 boats. Prices *per stone:* cod and large codling, £5.30/£5.70; medium codling, £4.80/£5.50; small, £3.70/£4.40; monkfish, £5.10/£5.30; coley, £3.10/£3.30; ling, £2.70; plaice, £4.20/£5.40; gutted whiting, £3.10/£3.40; round, £2.50/£2.70. Prices *per box:* large haddock, £37.50/£41; medium, £31.50/£34.50; selected, £27.40/£29.50; small, £25.50/£28.50.

ARBROATH

12 boats landing. Prices *per box:* medium haddock, £20/£22; selected, £29/£31; small, £20/£25; large codling, £20/£22; medium, £18/£20; small, £16/£18.50; large whiting, £20/£22; small, £9/£14. Price *per stone:* lemon sole, £5/£5.50; dabs, £3/£3.30.

LOSSIEMOUTH

40 boxes from three boats. Prices *per stone:* haddock, £2.40/£4; codling, £3.50/£4.20; whiting, £1.30/£1.50; plaice, £2.50/£3.50; lemon sole, £8; monkfish, £3.

MACDUFF

180 boxes from 16 boats. Prices *per stone:* monkfish, £3.90/£4.40; plaice, £3.40/£5.90; prawn tails, £10/£14.25. Prices *per box:* codling, £23.60/£33; haddock, £21/£30; whiting, £14/£16.

EYEMOUTH

Prices *per 7 st. kit:* medium codling, £26/£27; best small, £22/£3; small, £20/£22.50; small haddock, £21.50; round whiting, £7.50; small whiting, £11/£11. Price *per 4 st. box:* crabs, £5.9. Price *per lb:* lobsters, £2.80.

LOCHINVER

120 boxes from five boats. Prices *per stone:* cod, £3.40/£3.85; haddock, £2.40/£4.76; whiting, £1.32/£2.75; plaice, £2.80/£4.3; dogfish, £1.30; monkfish, £1; skate, £2.10/£3.10; large prawn tails, £13.60/£36.10; codling, £3.20; coley, £1.50; lythe, £2.90.

BUCKIE

280 boxes from eight boats. Prices *per stone:* cod, £3.40/£3.85; haddock, £3.50/£4.20; round whiting, £2.10/£3.40; medium, £4.50; dogfish, £1.35; large prawn tails, £30; small, £15.

BRIXHAM

Prices *per stone:* cod, £4/£5; plaice, £3.30/£5.10; ling, £11/£22.40; large whiting, £2; small, £1.50; lemon sole, £4/£9.20; Dover sole, £19.60/£23.85; brill, £5.20/£7.5; best ray wings, £7.50; small, £5/£6.20; monkfish, £6.50/£11.80.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Westerly: *Ross Cheetah, Ross Cougar, Ross Jaguar, Ross Kelly, Ross Panther, Ross Zebra* and *Yesso.*

HULL

No local deep water vessels expected.

PORT MARKETS

FRIDAY, NOVEMBER 3

DUBLIN

460 boxes, mainly from Howth, met a good demand. Whiting was the main variety. Prices *per lb:* lobster, £2/£3.15; black sole, £1.25/£1.35; slips, 45p/50p; brill, 20p/32p; turbot, 20p/32p; cod, 26p/30p; codling, 14p/21p; whiting, 12p/17p; plaice, 10p/28p. Prices *per box:* large round whiting, £11.50; round whiting, £8/£10; large ray, £32; ray, £15/£28.

RYE (SUSSEX)

14 boats landing. Prices *per stone:* whiting, £1.70; dabs, £1.95; plaice, £4.80; codling, £2.50; mixed, £1.20. Prices *per lb:* large Dover sole, £1.70; slips, £1.10.

MONDAY, NOVEMBER 6

GRIMSBY

20 boats landed a good supply of 5,150 kits, which met a good demand. Prices *per stone:* small cod, £5/£6; codling, £3/£3.80; large haddock, £4.20/£5; medium, £3.40/£4.40; small, £2.80/£3.60; large plaice, £4.50/£5.50; medium, £4.50/£5; best small, £4/£4.70; large skinned dogfish, £8; medium, £5.80; salmon, £2.50/£3.20; large lemon sole, £7.50; medium, £6.30; reds, £1.40/£2.20.

HULL

1,831 kits from an Icelandic trawler. Price ranges *per 10 stone kit* heads on: cod, £35/£43.50 (average £38.25); codling, £31.90/£35.50 (£32.66); haddock, £37.25/£43.25 (£40.77); coley, £26/£27.25 (£26.46); bergylts, £20/£26.25 (£21.83); plaice, £38.25/£47 (£45); halibut, £75/£80 (£78).

FLEETWOOD

Prices *per 10 st. kit:* conger, £15/£22; cod, £45/£56; plaice, £42/£60; haddock, £30/£46; ling, £20; hake, £70/£112; coley, £13; dogfish, £14/£16; monkfish, £42; roker, £27/£59; whiting, £13/£29.

MILFORD HAVEN

184 kits from one boat. Prices *per 8 st. kit:* squid, £42; large cod, £38; medium, £40; codling, £36; large plaice, £48; medium, £46; small, £28/£28; turbot, £148; whiting, £18/£20; large Dover sole, £183; slips, £130; tongues, £74; dogfish, £12; brill, £65; large ray, £46/£6; medium, £30; small,

BILLINGSGATE

ON TUESDAY 260 tons were delivered. Average selling prices on merchants' stalls: rainbow trout, 60p/70p; soles, tongues, 40p/50p; slips, 50p/55p; medium, 80p/£1.90; large, £1.75/£1.85; eels, £1.25; foreign smoked salmon, £3; *per lb:* large turbot, £20.30/£23.50; medium, £12.60/£16.80; small, £7.70/£9.80; large brill, £7/£9.10; medium, £4.20/£4.90; small, £2.80/£3.50; English plaice, ½lb-1½lb, £5.70/£6.10; 1½lb-2½lb, £5.70/£6.10; Danish plaice, 1½lb, £5.30/£5.50; Danish plaice, 1½lb-2½lb, £5.30/£5.80; large halibut, £25.90/£28; medium, £25.90/£28; small, £14/£18.20; selected lemon sole, £8/£10; large witches, £4.23/£4.75; small, £3.25/£3.75; headless home water cod, £7/£7.80; fillets, shelf cod, £10/£11; bulk, £9/£10; bream, £7; coalfish, £5.30/£6; haddock, £10.50/£12.80; home water haddock chats, £4.50/£4.80; kit, £4.50/£4.80; gibbers, £5.80/£6; jumbos, £6.50/£6.60; selected whiting, £2.60/£3.70; small, £2/£2.50; small English dogfish, £4.50/£6.50; large, £7.50/£9.20; mackerel, £2.20; fresh herrings, £5.50; London cured dry haddocks, £9.40; dry fillets, [illegible] golden cutlets, £10; fillets kippers, £8; selected kippers, [illegible] sprats, £2.80; monkfish (skinned), £9; bass, £21; grey mullet, £7; squid, £9; large rays, £9.60/£10.80; medium, £7.70/£9.20; small, £3.60/£4; large conger, £3.50/£4.30; small, £2.20/£3.20; *per stone.*

SHELLFISH

SELECTED lobsters, £3/£3.[illegible] unsorted, £2.50/£2.80; cutes over 3lb, 35p/50p; under [illegible] 20p/50p; small, unsorted [illegible] 8p/30p; prawns, 65p/99p; [illegible] oysters, £15/£28; *per 100* Scotch winkles, £17; Irish winkles, £17.10; *per cwt:* whelks £5.75; *per bushel,* mussels, Scottish £5.75; Irish, £6.25; *per kg:* shrimps, brown, £1/£1.[illegible] English cockles, £2/£2.20; *per gallon.*

FROZEN FISH

Atlantic salmon, £1.30; Canadian halibut, £1.38; scampi, £1.40/£1.[illegible] hun saam, 45p; grey mullet, 45; barbouni, 66p; wong fat, 55p; *per lb:* fillets, plaice, £0.10; cod, £[illegible] haddock, £8.20; squid, £4.90/£5.32; kippers, £7.50; *per stone.*

VESSELS FOR SALE

STEEL length 29.4ft., width 9.2ft., depth 4.1ft., VHF., Seascribe, pot/line hauler, BMC2.2., Volvo hydraulic transmission, 2:1 reduction. Telephone: Bude 3143.

M.B. HERCULES BRD 110

Built Fairlie 1949. Length 62ft. x 17ft. 2in. x 8ft. 6in. Tonnage 24.1 Gardner 6LXB 127hp 3:1 reduction. Fifer trawl winch. Vessel fully rigged for trawl fishing. Electrical property hired: Decca 060 radar, Kelvin Hughes MS 39 sounder and Falkland wireless. Simrad receiver, Minch watch receiver, Redifon VHF. Vessel presently operating from Portree, Skye. With whom offers should be lodged by 12 noon on Sat., 2nd December 1978, unless sold prior to that date.

Further particulars from and offers to:

North Minch Fish Selling Co.,
Uig, Skye.
Telephone 047 042 251

EXCEPTIONALLY seaworthy fast cruiser, ideal for fishing or holiday. Clinker 26ft., mahogany on oak, transom stern, enclosed wheelhouse, large cockpit, two berths, galley, toilet, extensive sengoing inventory. Coventry Climax 30hp marine diesel. Immaculately maintained, attractive craft. Survey 1975. £9,950 Telephone: Chelmsford 467262 after 7 pm.

TRAWLER, under 25 tons, built 1952 of oak, 63.8ft/47.7ft. x 16.72ft. x 8ft., Modag 150hp/500 rpm., L & S 2:1 ..... £16,450
TRAWLER, under 50 tons, built 1957 of oak, 73.2/67.8ft. x 21.1ft. x 9.8ft., Modag 280/500 rpm., Reintjes 2:1 ..... £47,950
TRAWLER, under 25 tons, built 1952 of oak, alloy wheelhouse new 1972, 62.2/59.4ft. x 20.2ft. x 9.3ft., Buckau-Wolf 240hp/500 rpm., Reintjes 3:1, both now 1968, extensive overhaul 1978 ..... £47,950
TRAWLER, under 25 tons, built 1969 of oak, 69ft/58.3ft. x 17.3ft. x 8.2ft., Buckau-Wolf 270hp/500 rpm., Reintjes 1.8:1. Extensive overhaul 1977 ..... £50,690
TRAWLER, under 50 tons, built 1945 of oak on steel frames, 78.9ft/70.8ft. x 21.5ft. x 9.2ft., Deutz 160hp/800 rpm., Reintjes 2:1. Despite age in good condition £19,000
BEAMER, under 25 tons, built 1969 of steel, 58.2ft/52ft. x 16.5ft. x 6ft., MAN 220hp/1500 rpm., Reintjes 4:1., both overhauled April 1978, new Reintjes 4:1 in spare £72,600
TRAWLER/BEAMER, built 1962 of steel, 82ft/76.8ft. x 20ft. x 10ft., extensive overhaul June 1978, Deinse 300hp/500 rpm., Kuypers 2:1. Lots of new gear and deck equipment £100,000

All vessels hold valid stability certificates!

For full details and photographs of the above and list of many more trawlers please contact:

HANS-ROBERT JOEL, Master Mariner
SULLDORFER WEG 28 2000 SCHENEFELD/GERMANY
Dial direct: 010469-941 800 or 010490-830 7592
All prices subject to exchange rate

FIRMHELM LIMITED
PWLLHELI BOATYARD, OUTER HARBOUR, PWLLHELI — (0758) 2251
GWYNEDD

FAIRY HUNTRESS
23ft., two berth sea going power cruiser, powered by single 50M 120hp inboard diesel, rebuilt in 1972, cruising speed 17 knots. Fuel tanks: 55 gallons giving 190 miles range. Curlew radio telephone, Brookes and Gatehouse echo sounder, EMI electrolog. Full inventory, road trailer £600 extra.
PRICE £4,300

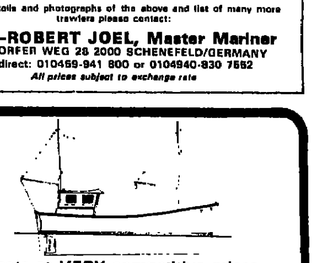
FISHING WEEKEND
23ft., built in traditional clinker, powered by Stuart Turner 8hp inboard engine, she has two berths, a two-burner gas stove and much stowage space below. A large cockpit makes her the perfect boat for fishing trips. During the summer she has undergone a complete professional refit.
PRICE: £3,900

ASSAULT CRAFT

Limited number in stock. 17ft. Mk. V ex. MOD., heavy duty aluminium. These tough, multi-purpose craft can be purchased under the following conditions:

No. 1 Hull, army green, no thwarts £350
No. 2 Hull, repainted, with thwarts £425
No. 3 Hull, army green, no thwarts plus second hand longshaft, clutch model, Seagull outboard £425
No. 4 Hull, repainted, with thwarts plus second hand longshaft, clutch model, Seagull outboard £475

FOR FURTHER DETAILS TELEPHONE 03012 386



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GM 21 FROM LESS THAN £4,950 (Thornycroft 35hp)
GM 26 FROM LESS THAN £11,950 (Thornycroft 50hp)
GM 32 FROM LESS THAN £16,950 (Thornycroft 100hp)
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Also distributors and stockists for Spencer Carter Marine hydraulics and installations Thornycroft and Petter marine diesels, PRM gearboxes, Teignbridge stern gear and of course Cygnus hulls and part assemblies.

For well finished, well engineered fishing vessels in excess of WFA Scantlings call, or drop in at:

BRYCE-WATERHOUSE MARINE LIMITED
DIGLIS BASIN, WORCESTER 353284 *Ask for CHRIS BROOK*
Only 5 minutes from the M5.

"CHILDRENS FRIEND" 19.5ft. 29ft. 6in. x 9ft. 6in. x 3ft. 9in., 1968, larch on oak, 80hp Ford, Perkins VHF boat's property, Kelvin Hughes MS39 and Decca Mk 21 on hire. Gaff rigged mizzen, fishrooms throughout. Telephone: Penzance 3[illegible] evenings and weekends.

26ft. x 8ft. 6in. x 3ft., licensed angling boat, Seaviews radio, G500 sounder, Ford 56hp., forward enclosed wheelhouse, rods, reels, mackerel gurting. Kent clear screen, Decca 21 on hire. Owner buying larger boat. £3,000 ono. Telephone: Newquay Cornwall 5027.

EX. R.N.L.I. 50ft. x 14ft. 6in. x 4ft. 9in. Barnet class life boat, aft wheelhouse, cabin, amid ships, re-engined 1974 c. with twin Gardner 6LX diesels, S.C.G. MRF 350 HD 2:1 gearboxes by Pelican Engineering Ltd., speed 10 knots approx. Morse controls, Ferrograph G500 Mk II and 100 sounders, Seavoice VHF, Decca Mk. 21 on hire. Hydraulically operated capstan, Beaufort 6RB and SRB liferafts (new 1975), licensed 12 passengers, ideal angling safety vessel, telephone Bangor 0248 51861 (evenings).

44ft. x 15ft. 6in. x 6ft. 6in. French trawler, under 25 tons, built 1955, Volvo 148hp 4:1 Mason gearbox, engine completely overhauled, pistons and liners replaced April 1978, 500 gals. diesel tanks. Rigged for side trawling and scalloping, with steel sheathing and two Gilson poles, also large mizzen suitable for mackereling etc. Boat's property Simrad sounder, Marconi 16 mile radar, Mermaid 21 watch receiver, Mariner 16 man liferaft, radio, all safety equipment replaced 1978 up to DTI standard. On hire Decca Mk 12, Sailor VHF. Quantity of fishing gear included, two trawls, one set V doors, one set wood doors and spare fishing gear. Boat now trawling from Newlyn. Further details telephone: Penzance 61550.

14ft. fibreglass dory for sale, Perkins diesel engine. Further particulars from and offers to LHD Ltd., 5 Alexandra Buildings, Lerwick, Shetland. Telephone: Lerwick 3768.

FORGE aluminium workboat hulls and super-structure 30ft. x 10ft. 6in. and 36ft. x 12ft., hull plating of marine grade aluminium N8B, includes engine bearers, rudder, mooring bollards, Sampson post. Ellwood Forge Ltd., Mill Lane, Alton, Hants, telephone: 0420 82377.

NEW steel 35ft. x 11ft. x 4ft.6in., Dutch built by Akkermans, Thornycroft 120hp type 380 3:1 reduction, forward accommodation and wheelhouse with VHF and sounder all new. Vessel fitted out to high standard. For any application telephone: Workington 62177 after 8pm for details.

CYGNUS 26 1978, forward cabin, sounder, radio, quick sale £9,500 ono. Telephone: Mullion 240002.

CYGNUS 32ft. forward wheelhouse, Mercedes 125hp, B/Warner 3:1 hydraulic box, Sailor VHF, Simrad sounder, Seavoyor radar with VRM hydraulic pot hauler, Hydema net hauler, hydraulic steering. Kent clear screen, Decca 21 on hire. Owner buying larger boat. Telephone: Whitby 2765.

FOR SALE BY PRIVATE BARGAIN

MB "SCALPAY ISLE" (SY.19)

Built of wood J. N. Miller, St. Monance 1968. Length 58ft., breadth 18ft., depth 7.2ft., tonnage 35.70. Fitted with Kelvin T8 240hp engine which underwent a major overhaul in June 1978. Newlinch fitted forward, Miller ring net winch fitted front of wheelhouse, taule power block 1978, Kelvin Hughes radar, Kelvin Hughes MS28 sounder and fish type, Sailor R/T and watchkeeping receiver, all boat's property. Redifon VHF and Decca Mk.12 on hire. The vessel which is in excellent condition, may be inspected on the slip at Stornoway Harbour from the 6th November till the 19th November, by arrangement with

THE NORTH MINCH FISH SELLING CO., CROMWELL STREET QUAY, STORNOWAY
Telephone: 0851 2735/2268
with whom offers should be lodged in sealed envelopes by noon on the 24th November, 1978.

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Official and Classified ADVERTISEMENTS

Continued from Page 17

VESSELS FOR SALE

FERRO cement stern trawler, 38ft. x 11.8ft. x 4.9ft., engine Ford 112hp 1976, boat built 1971. VHF, echo sounder, navigator, plotter, liferaft, offers over £16,000. Telephone: New Romney 2797 or Hythe (Kent) 67077.

36ft. x 14ft. x 4ft. 6in., new January 1978, aft wheelhouse, clinker built lobster and line boat, larch on oak with iroko sealed deck, powered by 120hp Powermarine Ford 3:1 reduction. PSP nine ton capstan, mizzen and derrick, dual station, hydraulic steering and dual Morse controls. Sailor 144 VHF, Sailor 108 receiver, 109 Decca radar, Simrad RL sounder, Decca 150 auto pilot and six man liferaft all ships property. Decca Mk 21 on hire. HIDB grant transferable to approved purchaser. Price £30,000. Don Temple, 108a Victoria Street, Stromness, Orkney. telephone: Stromness 281.

27ft. Lower stern trawler, BMC diesel, built 1978 ..... £8,750
25ft. Versatility creel boat, Volvo diesel, built 1978 ..... £6,000
25ft. Steel decks workboat, Lister diesel £5,500
22ft. Chevertin workboat, Lister diesel £2,950
21ft. Carvel decks workboat, Petter diesel £1,800
19ft. Dell Quay Fisherboat, Yamaha 20hp £1,500
Vendors of steel trawlers between 80-100ft. please contact us.
Vessels must be classed price guide £140,000.
GOTTERELL SEATRADES
Harbour Road, Rye Harbour, Sussex. Telephone Rye 2876.

MOTOR boat, heavily constructed, teak on oak clinker built, 50hp Parsons Pike diesel engine, marine ply dodger aft. At present undergoing refit £19,500 Telephone: Shorne (047482) 3222.

STERN trawler 48ft., 100hp, two ton Dauntless winch, Simrad VHF., Ferrograph echo sounder, Decca, hydraulic steering. Price £11,000. Telephone: Plymouth 59334.

NEATLY converted 46ft. MFV successful angler MF/VHF., fishfinder, C. Power Ford 108hp. would make excellent charter vessel yacht, in good order. Lying Tarbert, Loch Fyne. Telephone: 08802 687.

26ft. MFV., 50hp Petter 3:1 reduction, Graph sounder, one ton winch, three trawls, doors. £4,500 ono. Good survey. Telephone: Frinton on Sea 3241.

CARVEL MFV., 36ft. x 12ft. x 4ft., iroko on oak frames, built 1971, T. R. Randall, Peterborough, aft wheelhouse, teak decks, Thornycroft six cylinder 90hp 3:1 reduction, Self Changing Gears Ltd., three berth and cooker, water tight bulk heads, Sailor R/T 142 and 76D with radio tuner, Simrad sounder E.R. Partner 1½ ton hydraulic winch and wire warps, large fish hold fitted for skids trawling, just refitted, Decca 21 on hire, Small WFA grant and loan transferable. Contact: J. Miller, Dolphin Cottage, 3 West Bay, Bridport, Dorset, telephone: Bridport 22877 evenings.

38ft. carvel, p/pine on oak, workboat, aft wheelhouse, Ford 5D, good reliable boat, at present working from Pools. £1,750. Telephone: Pools 77901.

Lifeboat 28ft. long. 10ft. beam. 4ft. draft. mahogany double diagonal construction, fitted stern tube, tail shaft and propeller. Ideal for conversion to cabin cruiser. £2,000 each.
Rootes Lister diesel marine engine with gearbox £950. Perkins 6.354 diesel marine engine with gearbox £1,850. Perkins P6 diesel marine engine with gearbox £950. Foden diesel marine engine with gearbox £650.
BRIDGE SUPPLY CO.
Keighley
Telephone: 0535 608511
Telex: 517151

31ft. x 11ft. Mitchell sea angler, GRP., two berth, Ford 1086hp diesel, Seavoice VHF., Ferrograph 500, electric capstan, deckwash and bilge pumps, eight man Avon liferaft etc., licensed for 12 £9,500 or will sell less engine. James Bailymawr, Whiteland, Dyfed, W. Wales, telephone: Llanboyo 393.

32ft. GRP senior marine, built 1972 to DTI standards, twin 70hp Fords with inertia start, Jabsco bilge and deck wash, new fuel tank, teleflex steering, two six man inflatables, Simpson Lawrence electric winch, Ajax R.T. Seascribe sounder, land line certificate, 12 passengers, telephone Barmouth 280248.

28ft. x 9ft. x 3ft. 6in. workboat, suitable many uses, BMC 25 diesel, mizzen, forward wheelhouse, Morse controls, new stern gear. Boat excellent condition. £4,750 o.n.o. Telephone: Paignton 351178.

LOCHIN 33ft. forward wheelhouse, GRP workboat built May 1978, two berth, Bedford 500 in 184 hp., Decca 050 radar, Sailor 144B VHF, Simrad EL. Mk. 21 Navigator, 350 T Plotter, Spencer Carter 1000lbs. line hauler, with capstan head, Spencer Carter 1 ton trawl winch, steel gantry and mizzen, 1 and side sheathing, legs to take ground, and many other extras too numerous to mention, offers around £23,000, for vessel complete with all equipment, or £17,500 without electronic and hydraulic equipment, owner buying larger vessel. For further details and photo telephone St. Ives 7376 (Cornwall).

COASTWORKER 32, twin Ford Dolphin 70hp, registered, electric pot hauler, four man liferaft, Seascribe autopilot, VHF, electric windlass, fish tank, galley, wc, two berths, ideal angling boat, £12,900 ono. Lying Southampton. Telephone: Tenby 3619, Manorhier 478.

FAIR MORN
(OB 10)
Built of wood by Forbes, Sandhaven 1966. Overall length 60.4ft., depth 7.6ft., breadth 18.6ft., gross tonnage 38.06. Gardner 230hp., spare propeller, Aibrosath hydraulic winch.
EQUIPMENT HIRED: Decca Navigator Mk21 and Decca Plotter, Simrad sounder, Kelvin Hughes radar 17. EQUIPMENT OWNED: Kelvin Hughes sounder MS28, Sailor radio, Sailor VHF., Redifon VHF. Two prawn trawls, two fish nets and winas to be sold with boat.
All enquiries to
GEO. WALKER & SONS (FR) LTD.,
FISHMALESMEN, MALLAIG,
telephone Mallaig 2306
Closing date for offers 1st Dec. 1978

HULLS GRP moulding., heavy duty to MFA standards, 19ft. 21 and 23ft., from £600 to £950. Peel Marine Ltd, Riverside, Teignmouth, telephone: (06267) 2324.

60ft. x 14ft. x 4ft. 6in. triple screw Perkins 2 x 120hp plus 1 x 180hp, double diagonal mahogany, copper fastened, chrome fittings, eight and six man liferafts, lifejackets, Sailor R/T, Koden meter, fitted for Decca. Ideal for charter, wrecking, cruising etc., any trial, excellent condition, extras too many to mention, £28,000 ono. Frank Vinnicombe Marine Ltd., Falmouth, telephone Penryn 72776.

55ft. x 13ft. x 3ft. 6in. passenger launch, D.T.I. 1978 class six, 56 passengers, can be increased, has been used for angling parties, twin Perkins engines, well maintained, survey report available, £7,000 o.n.o., telephone 0262 75663.

BUILT J. Moor 1972, 36ft. 6in. x 12ft. x 3.75ft., iroko planking, Ford 380, Lister 15hp, Hydema KB04 gemtronic sounder, Autopilot, VHF and MF radios, two bunks, toilet, cooker, forward wheelhouse, all machinery complete overhaul 1976. £18,000. Telephone: Padstow 286.

21ft. Cygnus GM part completed, heavy duty hull, interior stiffening, galv. keel bands and stem band. Heavy iroko gunwhales and one ton ballast moulded in. £2,400 plus VAT or complete to any stage. The Sandbanks Yacht Co. Ltd., Money Cliffe Cliffs (0202) 707500.

FAST fishing workboat, 36ft. x 8ft.6in. x 3ft.6in., welded aluminium construction, single 135hp GM diesel, fore cabin fitted two berth, cooker and toilet. Boat show exhibit. £19,000. Telephone. Romsey 515353.

BUILT 1973, 30ft. x 11ft. x 4ft. 6in., carvel, iroko on oak, Perkins 72hp capstan hauler, after wheelhouse, radar, VHF., MF ferrograph sounder, lots of extra gear, suitable for gurdies, trawling, potting, oystering, angling. £9,250 ono plus VAT. Telephone Cowes 5838.

MFV "ENDEAVOUR"
Length 38ft. 6in., Beam 12ft. 2in., Depth 8ft. 8in., Engine: 6LW Fiat stern.
Built MacDuff 1927 larch on oak. Vessel extensively overhauled July 1978, recoulked new glowheles. Survey report available. Price: £4,500. All enquiries to Ivan Beardley & Co. Ltd., Fishermen, Ayr. Telephone: Ayr 62882/62054.

240hp side trawler, length 51.3ft., width 16.6ft., draft 6ft. Decca on hire, R/T echo sounder and four man liferaft boat's property. Under 25 tons, at present fishing, offers around £10,000 considered. Telephone: Newton Abbot 68037 evenings.

FAIRWAYS potter, 25ft., radar, fishfinder, VHF., R/T., two Beaufort liferafts, loadliner, exemption cert. for 12 anglers, plenty of extras. Built 1977, excellent condition. £15,000 ono. Telephone: Ayr 81743 after 6 pm.

FOR sale 42ft. Belgian MFV., Volvo 150hp marine engine, MF. VHF radio, Simrad sounder, Decca 21 on hire, vessel rigged for crabbing, trawl winch and gallows available. £5,500 ono, telephone Padstow 532369.

CRABBER 28ft. x 9ft.6in. x 4ft. 6in., Lister engine, capstan, sounder, aft wheelhouse, mizzen. Telephone: Weymouth 74238.

36ft. sea angling boat, twin BMC 2.2 diesel engines, forward cabin with berth toilet, sink and cooker, separate enclosed wheelhouse, radio telephone, liferaft, many extras, £4,995. Tel: Deganwy (0492) 82439.

51ft. x 17.8ft. x 6.6ft., St. Monance, 1950, re-engined 1978. Kelvin Hughes sounder, hydraulic steering, gantry, blocks all 1978. Hydraulic winch, VHF, fitted for scallloping. Telephone: Plymouth 707096.

FOR sale 21ft. x 7ft. pleasure boat, ideal for rod fishing. Telephone: Long Sutton 362121 Lincs.

NEW 31ft. x 10ft. x 3ft. 5in., stern trawler, quarter inch steel plate, flush deck, forward wheelhouse, navigation lights, Ford 110hp, PRM 2:1 approx 150 gallons fuel capacity, stern gantry, incl. Hunn propeller inspection box £9,750 plus VAT. Telephone: Newhaven 4589 (Sussex).

CRABBER built France, 27ft. x 10ft. x 4ft., lying Jersey, 3 cylinder Lister, 3:1 reduction. Also new 3 cylinder Lister and new propeller for sale with vessel, price £12,000 o.n.o., telephone Jersey 43909 evenings.

FISHING smack, 30ft. x 9ft. 6in. x 4ft. 6in., 36hp Lister, 3:1 reduction capstan, £2,500 ono. Trawl net and doors. Telephone: Marnoch 2468.

MFV "Trudel," built 1966, oak on oak, Deutz 115hp, 41.8ft. x 14.5ft. x 7ft., 2 ton winch, gallows, 120 fm. warps, 10 fm net, two ton pot hauler, survey March 1978. Lying Milford Haven. £9,750, consider part exchange. Telephone: Saundersfoot 813581.

AN ex-demonstration AQ30 fishing /workboat immediately available, Flat 90hp engine, run less than 30 hours, galley with sink and cooker, ready to go, snip at £1,400. Telephone: Halston 4878.

36ft. 6in. x 12ft. 6in. x 5ft. steel stern trawler, built 1974, 88hp Lister, North Sea winch, radio, sounder, all fishing gear with vessel, recent overhaul, good condition, offers telephone Exemouth 50139.

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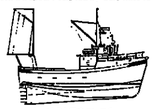
CYGNUS WORKBOATS
18ft., 16ft., 19ft., 21ft., 26ft., 32ft., 37ft. 43ft. fitted out to owners requirements.
POLDICE 23ft., 28ft., 43ft., in steel, to W.F.A. spec. Designed by Gary Mitchell.



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Models on:
COBBS QUAY, POOLE
Telephone (0202) 674771

MFV "Ile d Yeu", 43ft. x 14ft. x 5ft. 6in. draft, built 1955, stern trawler, aft wheelhouse, four cylinder Baudouin 88hp, air start, survey out of water 15th December 1977, excellent condition £7,500. Telephone: 075 88 13106.

55ft. x 18ft. x 6ft., ex. seine net., K4 engine, VHF., full inventory, recently surveyed, berthed in North East. £7,000. Would consider exchange for smaller boat. Telephone: Sunderland 284556.

18ft. clinker built open boat, make good salmon or lobster boat, £400 ono. Telephone: Grimsby 881287.

40ft. open carvel workboat, four cylinder Dorman diesel, large mechanical capstan, licensed for 12, offers. Telephone: Thanet 582702 evenings.

CLINKER built, varnished, 17ft. 6in. fishing boat, eliptic stern, 10hp Brit inboard, excellent condition. £1,500. Telephone: Eastbourne 35683.

VERSATILITY mark 2, 1975, Thornycroft 154, forward wheelhouse, two berth, cooker, sink, toilet. Seascribe, large cockpit, capstan. £8,500. Telephone: Rye 3683.

26ft. x 9ft., carvel fishing boat, p/pine on sawn oak, built 1970, 80hp Ford/Thornycroft, excellent condition, hydraulic g/box. Sale including fishing gear and spare g/box. £5,200. Telephone: Germoe (Cornwall) 3541.

36ft. hard chine angling boat, large forward wheelhouse, six cylinder Leyland with Borg Warner box, Furuno 24 mile radar, Courvett VHF., Depmar echo sounder all boat's property. £6,300 for quick sale, berthed Whitby. Telephone Bridlington (0262) 70218.

WORK launch, 24ft., all purpose built, Thornycroft, sturdy well found, operational. £5,000 o.n.o. Telephone: Llandudno 76490.

EXTREMELY well kept MFV., 32ft. x 12ft. 6in. x 4ft., larch on oak, cruiser stern, new electrics, worth while viewing. McCarthy, Tenlin, Carrick, Co. Donegal, Eire.

FOR SALE 22ft. 6in. carvel Cornish crabber, 12hp Petter, hydraulic hauler fitted 1978, Sailor VHF, some gear optional. £4,000. Kave, 7 Coronation Cottages, St. Keverne, Cornwall.

23ft. Mitchell sea angler, GRP, licensed, full inventory, £4,900 ono. 16 Poplar Road, Ramsgate, Thanet (0843) 53417.

FOR sale 26ft. Versatility built 1975, excellent order, any trial. Box No. 024.

16ft. clinker, 7hp air cooled diesel, road trailer, good condition, £650. Telephone: Ilmworth 4884.

VERSATILITY 30 1974, Ford 72hp, net, pot, line hauler, VHF meter and Decca on hire. Forward wheelhouse. £9,750 o.n.o. plus transferable grant. Telephone: The Lizard 386.

36ft. Norwegian dory with new record. BMC four cylinder diesel engine under guarantee, new prop and shaft. Telephone: Ayr 81638.

23ft. fishing boat, forward wheelhouse, diesel, possible finance, sounder, Seavoice, delivery possible. £3,750. Weston Super Mare 26038.

"SILVER CREST" (TT 75), 48ft. x 16ft. x 6ft., reconditioned 6LW Gardner 84hp installed 1977, pitch pine on oak, fitted for trawling and escalloping. Telephone: 070 081 263.

30ft. Fibreglass MFV., aft wheelhouse, Lister diesel, complete with trawl doors etc., will sell or part exchange larger vessel. Telephone: Carlleston 849.

MFV 39ft. x 12ft. x 5ft., Lister diesel, trawl winch, all gear. £6,000 o.n.o. Telephone: 051 645 2164.

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31ft. Mitchell sea angler, full inventory, first class order throughout, telephone Preston (0772) 884352 evenings.

NEW GRP fishing Cat., 31ft. x 14ft. x 2ft. 3in., twin 75hp diesels, lying south coast, offers around £16,000 ono. Telephone: 0428 51818.

FOR sale 25ft. clinker decked, Ford D4 engine, creel hauler, telephone Arbroath 76003.

FOR SALE

SOUTHERN Nets Limited, inshore fishing gear specialists, supply trammel, gill, seine and trawl nets. Catalogue £1.00 available from Lower Cross, Udimore, Rye, Sussex, telephone: Rye 3844 or 2155 (STD 07973). Telex 95211 Sonnet G, or our Hartlepool agent Steam Trawler Supply Stores, Fish Quay, Hartlepool. Telephone: Hartlepool 66440 (STD 0429).

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For fishing gear (bellies are our speciality), at keenest prices and on delivery, please contact
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BEST QUALITY TRAMMEL NETS
Rigged with 6mm Greenfil, Leadline & 1003 Floats.
32 4" mesh to Fish 60 metres x 3ft. £48.99
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0.40 twine 3½" Mesh to Fish 50 metres x 50 meshes deep £47.99
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PLEASE ADD £2 PER NET CARRIAGE (inc VAT)
We also supply wrack nets, ray nets, tangle nets, beach seine nets, herring nets, bream trawls, sand eel seines, herring nets. All legal to the code of standard. Experience counts!
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up to a standard, not down to a price

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6ft. wooden beams to suit above net £8.00
Trawl heads to suit £15.50
Prices include VAT and carriage
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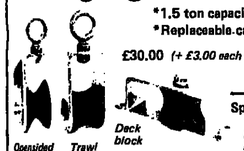

Opensided block — Trawl block — Deck block
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FOR sale 7ft. 6in. x 2½in. dia. propeller bronze prop shaft £150. Birch Cottage, Westdown, Barnstaple, Devon. Telephone 63217.

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CORNISH cultivated oysters reg. native Fal stock for relaying. Layings and tanks, Mylor Creek, Falmouth. Enquiries Frank Vinnicombe Marine Ltd., telephone Penryn 72776.

NEW unused Depmar 131 sounder, retail value £456 asking £295, no offers, or exchange for hydraulic pot hauler, trawl winch, nets, cod ends etc. Telephone: Whitby 2154.

SOUTHERN Nets Ltd., Autumn '78 catalogue now available, price £1.00. Southern Nets Ltd., Lower Cross, Udimore, Rye, Sussex, telephone Rye 3844 or 2155 (078 73).

Rowlock fixing pot rollers. Main rollers 1¾in. dia. x 8in. long. Side rollers 1¼in. dia. x 4½in. long £29.50 inc VAT and P&P. Despatch 7-14 days.
LENACK MACHINING CO. LTD.
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Southampton, Hants.

KODEN echo meter, type SR 668, complete with transducer, two years old, v.g.c. £500. No offers. Telephone: Helston (032 65) 3193 after 6 p.m.

CHEAP denim fishing smocks, all sizes £3.80. Navy and coloured cotton drill smocks £4.50. P&P 75p. Write Box No. 020.

I.H.M. Ltd MAKE FLOATS
Probably the world's toughest
Have you ordered enough?

TRAWL WARPS
any length, size and construction
MARKED and SPLICED
as required
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SELF change gears 2:1 reduction gearbox, 150 hours use £700 ono. Also Boris 57-75 trawls £100 ono. Telephone 0482 881173 weekdays between 9am and 4.30pm.

DURRI pot hauler, complete plus 140 pots and line, all currently fishing. £1,850 or will sell in lots. Paignton Marine, 11 Cliff Mews, Paignton. Telephone: 552317.

New or Exchange AC7 & AC90 alternators usually available from stock.
We charge you the cost of repair to your old unit.
All orders despatched same day.
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ROSECOE STREET,
SCARBOROUGH
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LIFERAFT 20 man Dunlop, annual survey due May 1979, GRP container £375. Telephone: Faversham 6296.

NEW trammel nets 4ft. high, 46 yards long approx., 37 x 4in. or 42 x 5in. inners. Nearly to fish. £35 each. Telephone: Pearcehaven 6798.

CRAB pots ready for sea, two months old. Spencer Carter hydraulic capstan, complete, two months old. Telephone: Selsey 5410.

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ex. cross channel ferry seats, quantity — 150 in rows of 3 — price £10 per seat.
Please apply:
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Bedford 12 seater crew buses, choice of colours. Bedford T.K. 250 with wood-alloy flat leaf body. Bedford T.K. 750 chassis cab, choice of colours. Bedford Chevanne.

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All rigged by hand. Postage included.
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B/H propeller, re-con. 23 x 21½, £90 o.n.o. Four cylinder Ford manifold, new, £85. Telephone: Padstow 266.

CORNISH SEAMENS JERSEYS
100% Guernsey worsted. Cornish rib, full rib plain body. Polo neck, crew boat
34-36 £8.50, 38-38 £9.70, 40-42 £10.20
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FOR Sale 1½ ton Skagen winch, also 1964 150hp Rolls Royce diesel, overhauled 1976, needing minor attention, offers telephone 0624 3063.

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GUARANTEED MARINE DIESEL UNITS
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HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE
For fast, courteous, service contact:
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DIESEL MARINE (NORFOLK) LTD.
Workboats & Fishing Vessel Marine Diesel Engines
31hp to 150hp new and hand rebuilt units.
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FORD 60 as removed from vehicle, ideal for marine use £150. Also Perkins 270 slow runner, ideal for marine use £200. R. K. Chapman, 309 Norwich Road, Wisbech, Cambridgeshire, telephone: Wisbech 64440.

GARDNER 6LW 2's, 6 LN, 6 LXB, 6LW engines in good condition, 5 LW and other spares, crankshaft and cylinder heads. 2 Glennifer DB6 marine diesel engines 900 revs. 2:1 gearboxes, fully reconditioned, BMC marine engines, Commodore and Captain, good condition. Perkins 6354 reconditioned, SM6 heads, etc., telephone 051 733 7201.

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SPECIAL OFFER
MODEL NT855 M2 six cylinder 275hp 180 rpm continuous.
SCG 700 hd any reduction, front and drive adaptor 24 volt 60amp alternator, control panel and alarm system, complete and ready to install, £8,600. November delivery.
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TWO Kelvins K3's, hand start, in good running order. £300 ono each. Telephone: Brighton 591082.

ONE secondhand Scania model DS11 210hp engine, complete with SCG reverse gear 4:1 reduction, engine requires rebuilding. Telephone: 041 954 9631.

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Specialists in Kelvin Deisels
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SMS three way alarm monitors engine temperature, oil pressure and bilge water level. Available with bleeper at £43 inc. VAT, p&p or siren at £55 inc. VAT p&p. State 12 or 24 volt.
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DIESEL overhauls, repairs, hull repairs, wood GRP. Volvo approved, workshop reconditioned Gardners. Hermet Boats, ord, Topsham, Exeter, telephone Topsham 3720.

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PARTNERSHIP offered to experienced fishermen, prawn fishing with creels, Dean area, last three years old, all steel, dutch Akkerman, 36ft. x 11ft. x 3ft. 9in., forward wheelhouse and accommodation, hydraulic hauler and self drain deck, 120hp diesel 2:1 reduction. Modern able boat. Box No. 026.

MISCELLANEOUS

SMALL fish house Western Isles, ready for expansion, requires working partner with capital, retailing frozen packs, shell, pet foods, etc. Definitely tremendous opportunity. Details Box No. 022.

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WANTED propeller 1½in. shaft, L/H 15 x 11, 16 x 12, 16 x 11 or 16 x 12. Also shrimp trawl suit 15-20 foot beam. Telephone: 028 686 253 Ken Berry.

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4 to 20 man liferafts. Liferafts (Hire Co., 75 Church Road, Tiptree, Colchester, Essex CO5 0HA. Tiptree 815549.

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Continued from Page 19

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BILL BARBER,
ADVERTISEMENT MANAGER

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Managers for
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All these owners have the benefit of our wide cover which is one of the most comprehensive available including full Machinery and unlimited Third Party and Employers Liability Covers. The Premiums, which are on a fixed basis, may be paid in instalments if preferred and are subject to a No Claims Bonus of up to 20%. Our policy is approved by the W.F.A. H18 H1D8. S1M etc. whilst we have Surveyors and Agents in all major ports.
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for unrivalled claims service
Comprehensive marine and liability and accident insurances for owners and skippers of commercial fishing vessels
Please consult
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01-626-5215

BUSINESS WANTED

FISH MERCHANTS BUSINESS
Expanding company would like to purchase going concern operating in Lowestoft area, preferably with premises and ongoing management, but this is not essential. Enquires will be treated in strictest confidence
Please write BOX No. 023

DELIVERIES

EYLES MARINE SERVICE for deliveries of all vessels up to 500 tons. Telephone 0243 58 459.

VESSELS WANTED

WANTED MFV wood or steel, 55ft.-65ft., 250hp approx, cash waiting, price region £60,000/£65,000. Box No. 988.

WANTED 35-55ft. sound motor fishing vessel hull, wood or steel, suitable for conversion to yacht, with or without engine, offers to Valubridge Ltd., 140 Vale Avenue, Town Lane, Staines, Middlesex, telephone Ashford (Middx.) 50783.

DAVID Barke Marine Limited are once again buying Colvics, Mitchells and large wooden boats, telephone us for a price. The only boatyard that pays cash for unusual craft, nice naval cutters etc., David Barke Marine Ltd., Fullbridge Wharf, Maldon, Essex, telephone Maldon (0621) 56844, open 7 days a week, 9.00am - 6.00pm.

WANTED 36ft. GRP lifeboat hull, with stern tube. Telephone: Pembroke 5278.

BEAM trawler under 60ft., wood or steel, 350hp approx., good condition, up to £25,000. Box No. 021

WANTED about 30ft. MFV. Send details and price, 6 Crawford, 12 Carol Brook Road, Ipswich, Suffolk.

WANTED 50-80ft. MFV's *suitable for conversion. Hampshire* Yachts, Droxford (048 97) 377.

ENGINES WANTED

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tait, 54 High Street, Fraserburgh, tel: 2280, telex: 739243.

WANTED
GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES
Required with or without stern gear.

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R. E. Trem & Co. Ltd.,
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EXPERIENCED lining skipper required for 50ft. boat out of *Lowestoft. Telephone Norwich* 713001.

Ring Myra
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and dictate your Classified Ad. for next week's issue.

OFFICIAL NOTICE

OFFICIAL NOTICE
PROPOSAL TO CHANGE A SHIP'S NAME

We, William Michael Hosking, 34 St. Peters Way, Porthleven, Cornwall — Roger Steven Pawley of Sea-Acres, Castle Drive, Praa Sands, Cornwall, — Peter John Neale of Westholme, Pendean Road, Porthleven, aforesaid and John Wannell or 81 Trenethick Parc, Helston, Cornwall, owners of fishing boat "JAN MAARTEN" of Penzance, official number 377677 of gross tonnage 178.14 tons, of registered tonnage 55.51 tons, previously owned by Leslie Jon Cunnington of 12 Temperance Place, Brixham in the county of Devon and the said William Michael Hosking proposes to change her name to "SILVER HARVESTER". Any objections must be sent to the Registrar General of Shipping and Seamen, Llantrisant Road, Cardiff CF5 2YS, within seven days of the appearance of this advertisement.
Signed: W. M. Hosking. R. S. Pawley, P. J. Neale, J. Wannell.
Dated: 31st October, 1978.

I, Andrew Jonathan Mortimer Ricks of "Lyndcote", Roundham Avenue, Paignton, owner of the fishing boat 'Our Annie Jones' of Brixham, official number BM 136, of gross tonnage 8.65 tons, of registered tonnage 5.88 tons. Previously owned by E. B. Lane of 72, Oaney Crescent, Paignton, propose to change her name to A.M.R. Any objections must be sent to the Registrar General of Shipping and Seamen, Llantrisant Road, Cardiff, CF5 2YS, within seven days of the appearance of this advertisement. Signed A. J. M. Ricks, date 3rd November 1978.

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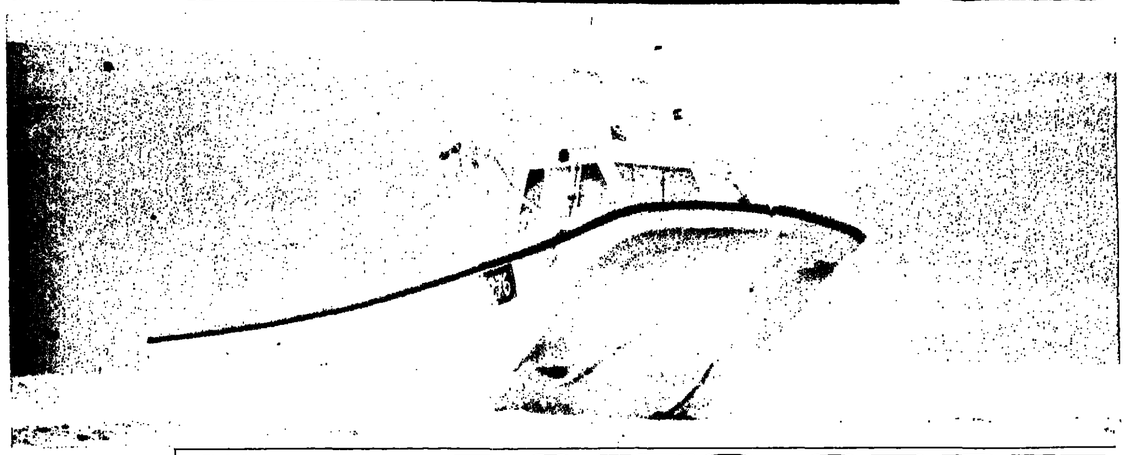
VOLVO PENTA THE DIESELS THAT LIVE UP TO THEIR REPUTATION 75hp-324hp

fishing news

November 17, 1978 No. 3405 Est. 1913 20p

Diesel engines from 200 to 10,000 bhp. MIRRLEES BLACKSTONE DIESELS



A real fast worker

THIS WEEK'S special 48-page issue homes in on the south-west fishing industry just as the major mackerel fishery gets into its stride.

While mackerel dominates the news from the area, there are other developments underway. We've got pictures of the first steel 38-footer from Poldice Marine (see page three) and a full report on the fast potter *Francis Kate* (seen above at speed off her home port of Port Isaac).

This boat has been attracting attention all summer as she must be about the longest dory in the British fleet.

Back to mackerel and there's a plea for harmony on the grounds, plus a picture spread of the factory ships now based at Falmouth.

WEATHER TIME CHANGES

SEA AREA weather forecasts will be broadcast at the same set times on every day of the week when the BBC's weather news changeover takes place on November 23.

The broadcasts under the system will last five minutes and continue to go out on 1500 metres long wave, which will be the Radio 4 channel. There will be *four* forecasts daily: at 00.15,

Turn to page seven

NEW BOATS SPREE

ORDERS FOR four new boats for Scotland worth a total of about £2¼m. were announced this week — including a 120ft. purser-trawler from Norway. The other three vessels totalling £1.5m will be built by Campbeltown Shipyard.

The trio is an 80ft. seiner/pair trawler for Skipper Colin Murray of Anstruther and 85ft. seiner/pair-trawler sister-ships for skippers David John Foreman and Philip Buchan, both of whom fish out of Peterhead.

Skipper David John Foreman and his partners are replacing the wooden vessel *Resplendent,* while Philip Buchan and partners are replacing their wooden vessel *Wisteria* which was recently extensively damaged in a fire at sea.

The two 85ft. boats, which will be identical in layout, propulsion and deck machinery, will be operated from the Peterhead branch of Peter & J. Johnstone Ltd. of Aberdeen.

Commenting on the orders, Charles Middleton, a director of Johnstone, said: "We are delighted to be coming to Campbeltown again. Their boats have a most impressive record of success."

Skipper Murray and his partners have ordered their 85-footer knowing that they will not be receiving a WFA grant. They believe this is because their existing wooden boat, *Arktos,* is *less than ten years old.* Leslie Howarth, the Campbeltown yard's managing director, said: "They are the first to go it alone. The owners of every other vessel we have ever built for the Scottish fleet have had grant aid from the WFA.

The purser-trawler has been ordered from the Norwegian shipbuilder Sigbjorn Iversen Mek Verksted — its fifth order from the same Scottish owners.

Alex John Buchan and his three sons William, Alex and John, have asked the yard to build them a 120-footer which is scheduled for delivery in the first half of 1980.

This order continues a long association with the Iversen yard which delivered the 87ft. purser *Lunar Bow* to the Buchan family in 1970. Three years later *Pathway* was completed and she was followed in 1975 by *Vigilant.* Earlier this year, another *Lunar Bow* was built, the earlier vessel of the same name having been sold to Fraserburgh owners and renamed.

At present William is in command of *Vigilant,* while Alex and John are fishing with *Pathway* and the new *Lunar Bow* respectively.

MACKEREL AGREEMENT

Summer ban on big ships

AGREEMENT has been reached in principle that there should be a big boat close season on the south-west mackerel fishery from spring to autumn.

The move came on Monday after three hours of frank discussion between the British Fishing Federation and Cornish Fish Producers' Organisation in Penryn, Cornwall.

It is now hoped to persuade the Government to give the plan official backing.

One of the reasons for Monday's meeting was the need to reduce tension in the mackerel fishery, following numerous reports of "incidents" at sea and complaints that handliners are being put out of business.

The BFF team, headed by vice-president Neil Parkes, flew down from Hull. Representing the Cornish was Daphne Lawry, who is secretary of the county's FPO.

One of the points brought out was that boats engaged in the fishery ranged in size from 15 ft. to 280 ft. This created many navigational difficulties which could be solved only if communications were improved.

Mrs. Lawry continued to press her well-established theme — that the big boats should keep out of a zone stretching six miles from the shore.

At the same time, Falmouth Harbour Commissioners met to consider the growing pollution problems of noise and smell caused by the factory ships off Falmouth.

As a result, six ships were being moved on Tuesday to positions less likely to cause offence. These are all Eastern Bloc vessels.

Representatives of the Bulgarian, Polish and East German fishing fleets were at the discussions.

It was reported that the MAFF was examining samples of polluted water following complaints of dead fish and oily slime in the harbour waters.

Meanwhile, about 20 Scottish trawlers have set up operations in Plymouth's Millbay Docks while the rest of the Scottish fleet is operating off Falmouth.

NORWAY BLOW

THE EEC and Norway failed to agree on fish catch quotas for Norwegian waters for 1979 when talks were held in Oslo this week. The two sides will probably meet again in Brussels next week.

The main obstacle remains the way in which joint stocks should be shared in the North Sea with Norway demanding that criteria other than past catches should be taken into account.

This week's talks follow an inconclusive two-day meeting of the two sides in Brussels on November 6 and 7, when the Norwegian team said it wanted the location of spawning grounds and other factors, included in the discussions.

Norwegian researchers, who have found evidence of depletion of stocks, recommend that the total 1979 haul of Arctic cod should be slashed to 600,000 tons next year from the present 850,000 tons.

The ICES recommendation was a cut to 560,000 tons. But early in November the Norwegian-Soviet Fishery Commission agreed on a higher figure of 660,000 tons. This will be divided equally between the two countries after allocating 90,000 tons for division among third countries.

The 90,000-ton quota is made up of 45,000 tons in the Norwegian zone, 30,000 tons in the Soviet zone and 15,000 tons in the Spitzbergen zone. Third country vessels can be licensed by each of the two nations to take up to 7,500 tons in the grey zone of the Barents Sea.

The problem for Britain is that British vessels have already been taking more than the new quota from the fishery — 99,000 tons. So there is a serious threat to the work and income of British vessels on the grounds.

The European Commission is due to disclose its proposals for 1979 catch quotas within the EEC before the next Fisheries Council Meeting which starts on November 23.

However, the delay in reaching agreement with Norway, as well as continuing talks with the Swedes, Faroese and Spanish, and tripartite talks with Norway and Sweden is complicating the issue.

Trawl float pioneer dies

JOHN William Phillips, the man who designed and patented the first aluminium trawl floats, died at the beginning of November in a Lincolnshire hospital after a short illness. He was 75.

After serving an engineering apprenticeship in the family firm of Harper, Phillips Ltd. at Grimsby, "Jack" Phillips formed his own engineering business mainly to serve the motor cycle trade.

However, later he became interested in the fishing industry and, after introducing the trawl floats, re-named his firm Phillips Trawl Products Ltd.

Leader

The business flourished and became an international leader of a whole range of trawl products in addition to the floats.

Although "Jack" Phillips sold out in the late 1960s to Cosalt Ltd., he continued working for Phillips Trawl Products (still under the Cosalt banner) until retiring a few years ago.

He had numerous interests outside his work including pleasure flying in the Territorial Army. He leaves a widow, son and daughter.

fishing news

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HULL ICE PLANT TO SHUT

HULL Ice Manufacturing Co., which in the mid-1930s was the world's largest manufacturer of ice at its St. Andrew's Dock estate factories, is closing its only remaining one — on the south side — in the near future.

This step, which it is understood will make about 30 employees redundant, stems primarily from the exclusion of British fishing vessels from Icelandic waters and the lack of fishing opportunities elsewhere.

The company is a subsidiary of British United Trawlers although it is not wholly owned.

Trade demand for ice required for the preservation of fish both at sea and ashore has fallen as Hull's own wet-fish landings have dwindled. Nowadays, Hull has only about a dozen vessels in the fresher section of its fleet — almost all of them laid-up.

In 1950 the port had 165 big wet fishers afloat, each of which required up to a 100 tons of ice for a distant-water trip.

Fish merchants and other processors also have been big customers of the company and every effort is being made to ensure that they can obtain ice when the factory closes down.

Already, some have bought small ice-making plants of their own and Hull Fish Merchants' Protection Association is drawing up plans to ensure that its members are not without supplies.

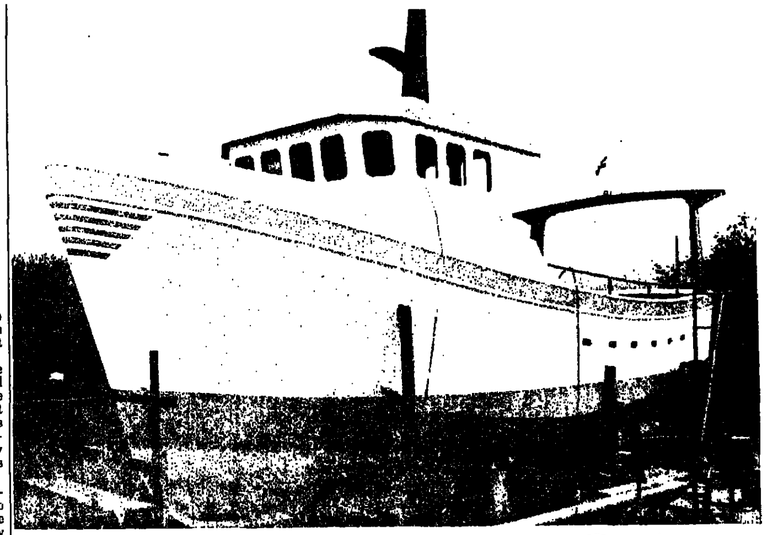
In the early days of the Hull fishing industry natural ice for keeping fish had to be imported from Norway. It was to handle these imports that the Hull Ice Manufacturing Co., known originally as the Hull Ice Co., was founded in 1863.

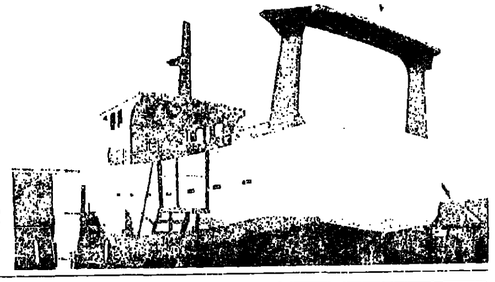
At the outset average annual ice imports amounting to well under 20,000 tons were brought into Hull partially by the company's own vessels, and either transhipped into outgoing fishing smacks or stored in the company's premises then situated in Anlaby Road, Hull, near the present-day city centre.

From 1916 onwards the company was able to meet all local needs with its own artificial ice production.

High-speed ice-making machines and ice crushers with an hourly output of 90 tons were among the company's modern equipment.

Trawlers needing ice will load in Norway on outward bound trips.





NOW ALMOST ready for fitting out is the first Poldice 38 steel hull V. Visick and Sons Ltd. is putting into production at its yard near Truro, Cornwall. The standard boat is one of a new series designed by Gary Mitchell and main dimensions are: overall length 38 ft.; beam, 13 ft. 6 in.; and draft, 5 ft. The contract to complete the boat has been won by the G. Percy Mitchell yard at Portmellon, Cornwall, run by Gary Mitchell and the hull is expected to be delivered in about two weeks. The complete boat is due to be launched in February for owner, Colin Millington. She will be fitted with a Gardner 6LX diesel turning a propeller in a Kort nozzle. A second identical 38-footer is already being framed at the Visick yard. The basic hull and superstructure (including stern tube, hatches, tanks etc.) costs £16,000, making it possible to put a Poldice 38 in the water for around £30,000.

FLEETWOOD—MORE JOBS IN DANGER

A HARD-HITTING report on the future of Fleetwood's fishing industry is made with the publication last week of a document prepared by Wyre Borough Council and the North-West Economic Planning Council.

The report, based on a survey of 100 firms with close fishing industry connections, revealed that although only 40 of last year's 780 jobs in merchanting, processing and transport had been lost in the last 12 months, three-quarters of the firms had said that more than half their labour force depended on foreign landings.

These jobs would be in jeopardy if foreign landings fell, the firms said.

Decline

Those dealing with trawler repairs had lost only 30 jobs out of 400, but this was due mainly to the work available on the many vessels modified for mackerel fishing. Should the present decline in the local industry go on, three of the firms expected to go out of business.

The report also stated that the port's ice-making plant had come to the end of its useful working life and the company was not prepared to find the money to build another. And port and landing charges at Fleetwood were higher than anywhere else, which resulted in owners moving their ships to other ports.

These conclusions have been forwarded to the Government and the EEC.

As the report came out there was news that a Fleetwood merchant was trying to secure supplies of Belgian fish for Fleetwood. Ken Hayton, head of J. K. Hayton and Son Ltd., said he had recently been in Ostend and had spoken to the owner of its biggest fleet. The Belgian had said his own port had the same problems as Fleetwood but he would not close the door on the idea of Belgian vessels landing at Fleetwood.

"He has also promised to have a talk with the other local owners about Fleetwood. He knows for a fact that they will get more money have for certain types of species, and I think there is a very good possibility of us bringing in a Belgian trawler over the next few months."

Contacts

Should Mr. Hayton be successful, it will renew a close connection between the west coast and Belgian vessels. In both world wars many Belgian vessels and fishermen worked out of Milford Haven and Fleetwood, and as recently as the 1960s Milford was a regular landing point for Belgian vessels.

Two more for Jubilee

THE FORMER Danish anchor-seiner *M. Harbo* of Esbjerg has been bought by the Ganson Fishing Co. of Grimsby and arrived late last weekend at the port, where she will operate through the expanding Jubilee Fishing Co. agency.

The 38-ton wooden vessel, which did not fish on the way, has been re-registered as GY 389. *M. Harbo* will be followed into the Jubilee agency by another Esbjerg anchor-seiner in about a week's time. She is *Jenla Rapia*, which has been bought by the Strathclyde Fishing Co. and re-registered at Grimsby as GY 390.

Both vessels are fully geared for anchor-seining with the latest electronic aids and deck machinery. *Jenla Rapia* is only 10 years old.

The additions of *M. Harbo* and *Jenla Rapia* bring the strength of the Jubilee agency, incorporated only 18 months ago with six seiners, up to 12 vessels.

Source

Also bought for Grimsby, this time by the Bantry Fishing Co., which operates through the Danbrit (Fish Salesmen) Ltd. agency, is the Esbjerg 57-ton seiner-trawler *Oda* (E 537). *Oda* is now undergoing conversion work in Denmark so that she can operate from Grimsby as a single-boat North Sea trawler and is expected by the end of the month.

Esbjerg has been a useful hunting ground this year for Grimsby's small-boat operators. Before the three latest purchases, 11 other vessels had been bought from this source.

SKIPPERS 'CLIMAX'

SKIPPER Victor Buschini MBE reached, in his own words, "the climax of my career" when he was invited to be guest speaker at the Isle of Man Royal Navy Patrol Service's annual dinner.

Skipper Buschini, who is 71 and trawler manager for the Hewett Fishing Co., originally came from the Isle of Man but went to Fleetwood by packet boat on his way to a new job, stayed and joined the local fishing industry.

He became a skipper and, at the outbreak of the 1939-45 war, joined the Patrol Service. He was invalided out after a major operation but went back fishing with the Hewett Fishing Co. to become Hewett's commodore skipper and command new ships for the firm.

In one of these, the diesel *Robert Hewett*, he was the port's top skipper of the year when she earned £104,000.

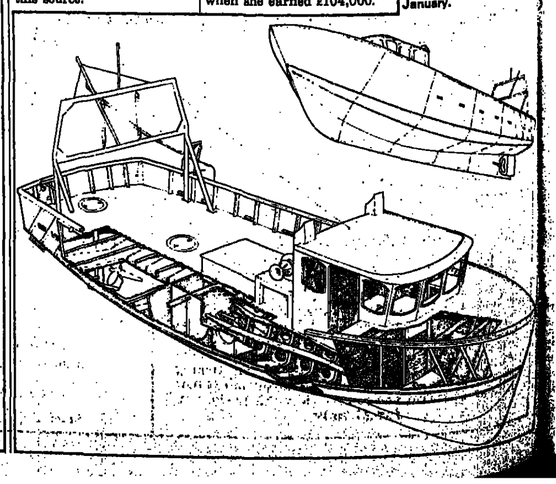
Steel boat series

FREEWARD MARINE is now to introduce a heavy displacement 34ft. triple chine stern trawler with a design speed of 8½ knots.

The new steel vessel (see drawing) will complement the Freeward 35 GRP-hull craft which can operate at 8½ knots. They are being produced by Wilson and Webb Ltd. of South Wales, a module assembly which will include a fully framed hull complete with bulkheads, decks, wheelhouse, engine beds to suit Lister Hinks engine, twin integral fuel tanks, rudder, stern tube assembly and deck hatches.

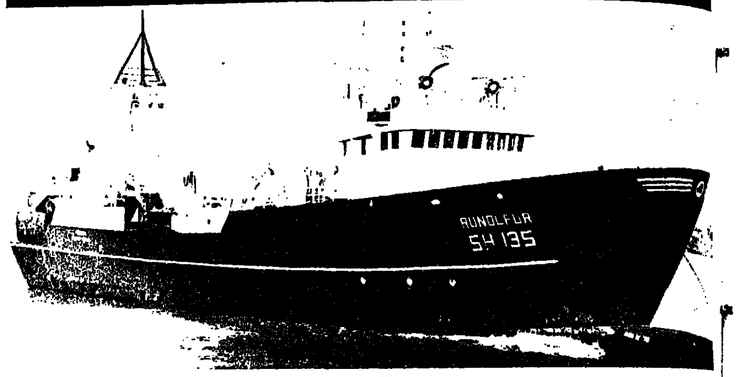
There is an option of a stern ramp transom or square curved transom, but the gantry and winch seating will be normally be supplied.

The first assembly is now under construction and is to be supplied before Christmas to Jim and Kay Wreyford at West Solent Boatyard, Keyhaven, who are at present completing a GRP Freeward 35 to be exhibited on Stand F2 at the London International Boat Show in January.



Herring packed in Bowater drums start for the Continent.

GRIMSBY NEEDED



Above: a 20-stone shark, one of five brought into Grimsby last week on the Icelandic side trawler *Gylfi*. Apart from a small export trade to the continent there is only a very small specialist demand for sharks and they made around £30 apiece.

Top right: *Runolfur*. The big Icelandic stern trawler is seen arriving at Grimsby where she grossed £46,077.

Right: the Icelandic *Solberg* made £67,470 through the Fylkir agency.

ICELAND FISH

ICELANDIC and Faroese trawlers landing at Grimsby last week provided more than a third of the overall weekly landings. Between them one Faroese *and four* Icelandic vessels put ashore a *total of 8,414 kits* which merchants swooped on, paying well over £60 a kit for top-quality Icelandic cod and large haddocks on the best markets.

One of the merchants said: "There are no two ways about it: this week has proved how desperately Grimsby needs foreign landings, especially from Iceland, if we are to get through the winter without more lost jobs on the processing side."

He had bought codlings and medium plaice which he considered were the equal of anything landed by the local fleets.

Heading this quintet of foreign landings was the Icelandic stern dragger *Solberg* (Skipper Bjorn Kjartansson) which turned out 1,767½ kits, including more than 1,500 of cod and codling, 55 of skate and 100 of haddocks, to gross £67,470 at an average of £38.18 per kit. It was the top earning trip landed so far this year at Grimsby.

Next was the Faroese *Vadhorn*, with a mixed catch of mostly cod, haddocks and coley, totalling 1,428 kits which sold for £49,084.

On quality alone, third-placed *Runolfur* (Skipper Petur Gissurarsson), another of the fairly new Icelandic stern trawlers, probably had the edge and her landing of 1,104 kits, again mostly cod, with 260 kits of flats and haddocks, grossed £46,077 at an average of £41.74 per kit.

Gylfi (Skipper Petur Olafsson) completed the visitors brought in by the Fylkir agency and landed and sold by Danbrit (Fish Salesmen) Ltd. with another Icelandic catch of 1,123 kits and worth £38,538. This time it was mostly cod and coley.

Start

Meanwhile, the new Boston-Sleight agency got away to a very fair start with a £33,489 grossing from 992 kits landed by the Icelander *Ran*. Once well-known at the South Humberside port in her days as *Boston Wellvale*, *Ran* turned out 425 kits of cod, 205 of haddocks with the balance almost all 'roughs'.

The new agency also had the Faroese *Pison* — which did very well at Aberdeen last week — scheduled for Grimsby, but she was diverted at the last moment because of the weather.

BUT collected what honours there were and heading the list was *Ross Kelvin* (Skipper Roy Kurz) with an 18-day mixed North Sea/Westerly trip which produced 593 kits, including 200 of haddocks and 145 of cod, to gross £17,990.

Ross Jackal (Skipper Paddy McCarthy) landing a 581-kit trip of cod, haddock and coley after 17 days, and scored well on the Friday market with £17,280. Completing BUT's week were *Ross Genet* (£14,343), *Ross Lynx* (£13,406) and *Ross Tiger* (£12,972).

Also worth mentioning was a £15,214 grossing by Lindsey Trawlers' *Lucerne* (Skipper Steve Davidson) from 383 kits, mostly flats, after a 14-day North Sea trip.

With all the big pair trawling teams either at sea or between trips, the headliners in this section were United Seiners' *Tino* (Skipper Peter Thinnesen) and *Melissa Louise* (Skipper 'Cocker' Mussell) with a combined £17,877.

Buying is 'big problem facing fish processors'

THE BIGGEST problem facing European fish processors is not an overall shortage of fish supplies but the difficulty of equating supply, demand and price, according to Findus, one of Britain's largest frozen food companies.

Mick Coburn, managing director of Findus UK, said at an international seafoods conference in Monte Carlo that he did not think there was a shortage of fish supply for the industrial world. There were, however, many complications in achieving company objectives in the current situation. Where the fish came from, the species available and the price, formed the very kernel of the problem.

Findus, which was all but a worldwide organisation, centralised some bulk purchases, he said. But such were differences in national consumer tastes in fish that most of the company's buying was done on a local basis to agreed standards and recipes.

Research

Nevertheless, operating within a multi-national framework provided many advantages for individual Findus companies, especially in the field of research and development.

Through Nordreco — the Swedish-based Findus research organisation — work was being undertaken in connection with hake and krill, while Findus UK had been in the vanguard of developing filleting machinery for the blue whiting fishery off the west coast of Scotland.

Mr. Coburn said this fishery could easily sustain an annual catch of one million tonnes and provide an alternative to cod and haddock in prepared fish dishes. Although the economics of the fishery were still uncertain, he believed commercially viable products made from blue whiting could be on the frozen food market within a couple of years.

"If I am wrong, and I hope I am not since we have invested a great deal of time and money, then blue whiting will still be a great asset to Europe in supplying our needs for animal feeding stuffs while reducing costly imports, and possibly providing an export trade," he said.

Limit—'keep fighting'

JOHN SILKIN, Fisheries Minister, was urged this week to maintain the fight for British fishermen by Jo Grimond, Liberal MP for Orkney and Shetland.

But Mr. Grimond is continuing to call for some system of quotas and licences exclusive to Orkney and Shetland boats in their own grounds.

In a letter to Mr. Silkin, Mr. Grimond points out that in the islands there is no hinterland in which fishermen can obtain alternative work. And in the Shetland islands of Whalsay and Skerries there would be "total disaster" if anything happened to the fishing industry.

"If you are going to settle for exclusive fishing rights up to 12 miles and the dominant share of the quotas up to 50 miles, I warn you that I think this will cause considerable dismay in the industry."

OBITUARY

CAPTAIN Peter Gibson (63), of Home Street, Eyemouth, Berwick harbourmaster and Tweed Pilot for about five years, collapsed and died on the bridge, piloting a cargo vessel into Tweed Dock.

The Danish registered *Helle* was only a few yards from her berth when Captain Gibson collapsed. He died before an ambulance arrived.

Time changes

From page one

06.25, 13.55 and 17.50 clock time.

Gale warnings will be given at the first gap between programmes after the warnings are received and repeated after the next news bulletin — on the hour.

The early morning gale warnings summary at about 6 a.m. is being terminated when the new system starts.

Forecasts for inshore waters (up to 12 miles) will go out on Radio 3 (247m 1215 kHz medium wave) at 06.55 on Monday to Friday and 07.55 on Saturday and Sunday as part of the general weather forecast.

Radio 4 will continue to give an inshore forecast at about 00.15 daily, as part of the shipping bulletin, when the day's transmission ends.

These times are summarised below in the panel which can be cut out and pasted up in a handy place.

BBC WEATHER FORECASTS

Sea Areas:
1500m LW (Radio 4) at 00.15, 06.25, 13.55 and 17.50. Gale warnings between programmes with repeats after news — on the hour.

Inshore Waters:
247m, 1215kHZ MW (Radio 3) at 06.55 (Mon to Fri), 07.55 (Sat and Sun). Radio 4 at 00.15.

LINE ENDS AT FAMILY FIRM

FRED SEARBY, last in the line of three generations of compass makers and adjustors at Lowestoft, has died aged 69.

The family concern, founded by his father shortly after the 1914-18 war, had flourished in the town for 60 years.

Mr. Searby retired early last year. The family firm, J. W. Searby and Son, had made compasses for hundreds of Lowestoft fishing vessels over the years and had also supplied many Scottish and Westcountry based vessels.

He first went to sea as a boy of five on a Lowestoft fishing smack and joined his father as an apprentice compass maker when he left school at 14.

His working life dated back to the times when binnacles were lit by paraffin lamps and compass cards rotated on bearings instead of floating in spirit.

His grandfather was also a compass maker at Boston and Grimsby, from where his son moved to Yarmouth and later to Lowestoft.

Mission cash

ADMIRAL Sir Charles Madden, chairman of the Royal National Mission to Deep Sea Fishermen, was presented with a cheque for £1,250 for the mission at the annual Harvest of the Sea service at St Peter's Parish Church, Fleetwood.

A cheque for the same amount was presented at the service to Mr. J. Turner for the Fleetwood Fishing Industry Benevolent Fund.

The money was raised at the port's annual trawler viewing week which has been a big attraction in recent years.

Help us form policy—FOS

MEMBERS OF the Fisheries Organization Society are being urged to attend its annual meeting in full strength on November 30 to help frame the society's developing policy on the inshore industry.

It is looking for practical ideas on the four issues that, the society says, are particularly affecting fishermen.

They include aspects of the Common fisheries policy such as quotas, licensing, limits and harmonisation of the industry; Department of Agriculture and Fisheries proposals on radio equipment, survey fees and certification for skippers; the increasing legislation by water authorities in salmon and freshwater fisheries; and the problems caused by pollution and oil exploration in the south-west.

Body

There is also likely to be discussion at the meeting of the proposals to jointly form a national body with the National Federation of Fishermen's Organisations.

The annual meeting is being held at 11 a.m. at Fishmongers Hall, London Bridge.

Hull's three trips

HULL HAD three direct wet fish charges last week — two from locally-based distant-water trawlers — after a Monday landing totalling £64,507 for 1,881 kits brought by the Icelandic trawler *Hegranes*.

Both the later landings were from Hamling vessels back from Bear Island/Norwegian coast trips.

After Hamling's *St. Giles* (Skipper J. Humphrey), out for 24 days, had made £26,229 on Wednesday last week for 888 kits, *St. Gerontius* (Skipper D. Platten) grossed £32,417 on the following day for 1,108 kits caught during a 26-day trip.

At the time of these discharges the only Hull vessel still out on a fresher trip was Hamling's *St. Dominic*, which sailed on November 3 for a three week trip.

DEAL WITH ANGOLA

A FISHERIES co-operation agreement between the EEC and Angola could be negotiated in 1979, following the visit of an EEC fisheries team to Luanda at the beginning of November. In return for giving aid to develop the Angolan fishing industry the EEC would be allowed to fish in Angolan waters.

To indicate its readiness to give aid the EEC has told the Angolans that it is prepared to provide £330,000 to finance a study on the problems of re-opening refrigeration warehouses and ice factories at Luanda and Mocanedes. The EEC could also help the Angolans restore to working order fishing boats abandoned by the Portuguese.

The Angolans would also like advice on the introduction of a fisheries conservation policy. After several years' indiscriminate fishing by the Russians and Cubans they are concerned that stocks have been seriously depleted.

The Angolans are aiming at self-sufficiency in direct salted and canned fish — mainly shipjack, horse mackerel and sardines. The EEC could give help in developing the fish processing industry.

In return for this aid the EEC would be able to fish in Angolan waters within the limits laid down by the conservation policy during a transitional period of about two years.

Pair voyage first trip

THE GRIMSBY pair trawler *Leanda* has joined forces with the former Esbjerg trawler *Jytte Goth* (GY 356), *Jytte Goth*, shortly to be renamed, was built in Denmark in 1969 and re-engined in 1975 with a *Caterpillar 365 main engine. She* arrived at the end of October to fish for Grimsby owners through the Danbrit agency.

With Skipper Jerry Lee taking command of the 58ft. boat, the partnership he has formed over the years with Skipper Borge Nejrup in *Leanda* remains intact. The new pair left together on their maiden trip last weekend.

French back on the market

FRENCH vessels made a welcome return to Fleetwood last week when two landed good catches of mixed varieties. *Le Verrier*, the top ship of the week, brought in 605 kits, including 25 of hake, 130 of cod, 90 of haddocks, 30 of whitings, 135 of coley, 10 of roker, 20 of dogs and 40 of ling, which sold for £20,500.

Also in the money was *President Calvez*, which made £18,440 from 667 kits — including 15 of hake, 70 of haddocks, 240 of whitings, 35 of coley, 15 of dogs and 65 of ling.

Nearest local ship to the Frenchmen was the *Gavina*, commanded by Charlie Scott, which landed on the same day as the *President Calvez*. The Marr stern trawler had 615 kits, including 70 of cod, 250 of haddocks, 200 of coley and five of dogs, which sold for £17,520.

There was another good landing by the small Irish beam trawler *Marrie Jacob* during the week. Skipper-owner Gerry O'Shea worked the Irish Sea grounds before bringing the vessel in with 106 kits, including more than 50 of soles, which sold for £8,386. The ship would have made more but for a fall in the price of small soles.

Roker

Among local near-water vessels the top vessel was the 108ft. *Royalist*, commanded by Harry Buckley, which made £9,941 from 261 kits — 115 of cod, 35 of haddocks, five of whitings and 50 of roker.

Not far behind *Royalist* was the Milford Haven trawler *Picton Sea Eagle*, under the command of Robert Foster, who is still in his 20s. The vessel landed 184 kits from her latest Irish Sea trip, including 15 of cod, 35 of whitings, 80 of roker, 10 of turbot and brill, 15 of plaice and 10 of soles, which sold for £9,426.

£200 donation

A CHEQUE for £200 has been donated by Birmingham Kipper Club, the Midlands fund-raising organisation, to provide extra furnishing for the RNMDS Mission at Mallaig.

Presentation of the cheque was made at the club's annual anniversary function held last week at the Crown Inn, Birmingham.

The club has raised thousands of pounds for various local charities since it was founded in 1973 by undertaking annual programmes of social and other events which have been publicised in the West Midlands.

Dr. W. J. Lyon Dean, Chairman of the Herring Industry Board, has forwarded the club's gift to Mallaig and thanked the club's members for their "most thoughtful and generous gesture."

DREDGER SOLD BY MINISTRY

THE DEPARTMENT of Agriculture and Fisheries for Scotland's dredger *Shearwater* is being sold to Grampian Regional Council for £83,000 following the ending of the dredging service oporated by the department.

The council will continue to use the vessel primarily for dredging the harbours it owns but has agreed to make it available to other harbour authorities in Scotland.

Shearwater was built in 1968 by Hall, Russell & Co. Ltd., Aberdeen, at a cost of £200,000. The dredging service operated by the Department under the Fisheries Act 1955 was discontinued because of increased costs, diminishing demand for the vessel's services and greater availability of alternative dredging services.

JOHN SILKIN, Minister of Agriculture and Fisheries, went to Paris this week for talks with Mr. Joel le Theule, the French Minister responsible for fisheries.

Beamer changing hands

THE LOWESTOFT side-beam trawler *Chandelle* has been sold by her owners, BFP Fish Selling Co. Ltd., to Mr. R. Klynes' Tempo Fisheries. After a refit at Reedham, the vessel has returned to Lowestoft with a new name, *Semper Allegro*, to bring her into line with her new owner's naming policy.

Chandelle came to Lowestoft in 1975 from the continent, where she had worked under the name of *Twee Gebroeders*.

QUICK START FOR SPRATS

AFTER REPORTS that a number of Scottish vessels were working early winter sprats off the Tyne, Skipper Alan Thinnesen cancelled plans to take his boat *Sarah Thinnesen* white fish pair-trawling.

She put to sea spratting last week on her maiden trip from Grimsby.

The move by the multi-purpose vessel, bought recently from Danish owners, represents one of the earliest starts on winter sprats from the port.

There is usually a very active inshore winter sprat fishery off the Tyne and the Yorkshire coast but, unless the weather is excessively frosty which makes the fish form large shoals, it is unusual to find much activity until the end of November or the beginning of December among the Grimsby spratters.

Pollution has now gone at Ullapool

LETTERS

SIR, For a small village (population 1,000) with only a handful of fishermen, Ullapool has generated a lot of hot air in the columns of *Fishing News* with the call for compensation for the spoiling of prawn grounds by Eastern bloc factory ships.

As the local prawn potters will not fish again until 1979, it seems highly probable that the so-called pollution will have been consumed by the prawns, in the absence of the salt herring bait in the 10,000-15,000 pots used in Loch Broom.

The pollution amounted to tens of thousands of mackerel belly strips floating on the sea surface and fouling the beaches. Now, five weeks after the departure of the catching and processing fleet, wind, tide and gulls have left not a trace on the foreshore. It is highly likely that the seabed has had similar treatment.

So, far from scouring the seabed as a few claim, the prawns have probably had a beanfeast in what is normally a lean time.

As far back as 1968, before overfishing and factory ships, the creel fishing slumped in Cromarty and this has continued to be the pattern since. The slump being slightly earlier each year, this could be allied to the number of pots fished.

Average fleet fished per boat in 1968 was 250-300 pots; now 800-1,200 pots is normal, so greed is not the prerogative of the pursers alone. It occurs all down the line as fishing gets more competitive and there is increasing envy of the other man's big grossings.

As a former drift, ring, and pair-trawl fisherman I found it easy to envy the more efficient methods of catching mackerel and herring and making more money with it. But, on the other hand, the purser men have years or generations of experience behind them — many of them spent at the hard grind of drift net fishing.

Should the young fishermen of today be bent with hard work for the sake of conservation? Or maybe compensation for all is the answer. It has a nicer ring to it than the dole — an honourable way to go down with the ship.

A. C. MACLEOD,
8, Mill Street,
Ullapool, Nr. Ross.

SHOCK FOR CRAB SKIPPER

A PENRYN fisherman had a close encounter in Falmouth Bay last week when what was almost certainly a meteorite landed a few feet in front of his crabber.

Pat Crockford, who was fishing in *Celtic Moor*, said the object was like a brilliant green flare and momentarily blinded him. A policeman ashore also saw it and reported it to Falmouth coastguards.

A coastguard spokesman said: "In all probability it was a meteorite. There were no other vessels in the vicinity and you don't see many green flares anyway."

Celtic Moor was six miles south east of St. Anthony's Head at the time.

Crew's Force 10 rescue

THE SIX-MAN crew of the wooden fishing vessel *Mizpah* (BF 57) was landed safely at Aberdeen early on Wednesday morning after their vessel started taking water in a Force 10.

The men, who were unhurt, were plucked to safety by the Aberdeen trawler *Milwood*, following several abortive attempts by an RAF rescue helicopter.

The drama began on Tuesday afternoon when Moray coastguard intercepted a call on Channel 16 in which Robert Mitchell, skipper of the 48-ton *Mizpah*, was discussing with Wick-registered *Boy Andrew* the fact that his boat was taking water.

There then followed a consultation between *Mizpah*, *Boy Andrew* and the Banff-registered *Dioscuri*, which is skippered by Robert's brother John. Soon a full-scale alert was under way, and several vessels proceeded to *Mizpah's* aid, including HMS *Yarmouth* and the tug *Yorkshireman*.

The fishing vessels *Sans Peur* and *Dioscuri* came close alongside, but because of their wooden hulls it was impossible for them to make a rescue. However, when even the RAF helicopter was finding conditions tricky, the steel trawler *Milwood* came on the scene. Skipper Jim Bowie skilfully made the transfer of *Mizpah's* crew.

Also involved in the rescue was the four-man crew of a Sea King helicopter from RAF Lossiemouth. They praised the courage and seamanship of Aberdeen man Jim Bowie.

"It was an incredibly neat piece of seamanship," said the pilot, Flight Lieutenant Martin Cocksedge. "The skipper arrived on the scene, and obviously weighed-up the situation very quickly. He didn't waste any time and went straight in."

The 'copter crew described how they had come perilously near to tragedy themselves as they tried in vain — their sixth attempt within an hour — to winch the men off. They said weather conditions were the worst they had ever experienced on a rescue mission.

Said the co-pilot, Flight Lieutenant Bob King: "*Mizpah* was rolling about in the sea, and at times the bows were completely covered in water. *Milwood* came alongside and the skipper held his ship in contact, or very close, until they had pulled the crew across. At this stage the boat was lying low in the water, the engine had stopped, and the lights were going dim.

"It was an absolutely first-class piece of seamanship," concluded Flight Lieutenant King.

It was almost 10 hours later that *Mizpah* sank in the North Sea. The tug *Yorkshireman* was still standing by her and at that very moment, while Moray coastguard was acknowledging her call, the message came by phone that *Milwood* had berthed at Aberdeen.

This was the closing chapter to a rescue story which had been co-ordinated by the re-designated Rescue Sub-Centre at Peterhead.

Mizpah had been heading for home earlier than planned because of the deteriorating weather. Robert and John Mitchell both fish from their home port of Macduff, where James, their other brother, is coxswain of the lifeboat.

SAUDI BOAT READY

THE FIRST of two boats being built by Cygnus Marine for fishery research work in Saudi Arabia was launched at Penryn Quay last week.

The 32ft. vessel, as yet unnamed, is now on sea trials and will shortly be transported as deck cargo to Saudi Arabia.

The development is a co-operative project between the White Fish Authority and Saudi Arabia's Ministry of Agriculture and Water Resources.

One of the boats will operate in the Red Sea and the other in the Arabian Gulf. The second boat is due to be completed in about two months' time.

The order for the two boats, won in March this year, is worth £85,000 to Cygnus, the rapidly-expanding Penryn-based commercial fishing boat builders.

The vessels are based on the Cygnus GM32 hull with forward wheelhouse and accommodation.

According to the White Fish Authority, they will be the first of many for use in the area, where vessels of up-to-date design are thought to be essential to achieve long-term fishery prospects.

People

Stewart N. Harper

THE Joint Trawlers group has announced two new appointments in its companies.

Stewart N. Harper, 23, joins Joint Trawlers International Ltd. as an executive director on December 1. At present he is a director of Hellyer Bros. Ltd. in Hull where he is also a director of the British Fishing Federation and Hull Fishing Vessel Owners' Association.

His present work includes responsibility for BUT's pelagic operations with the Humber fleet. Before joining BUT in 1973 he was a navigation officer with Shell Tankers.

Stewart R. Irvine, 21, who joined Joint Trawlers in Aberdeen in June as a junior executive, is now a key member of the JTL operations in Falmouth. He was previously employed in the oil-related industry in Aberdeen.

No change at the top

ALTHOUGH *C. S. FORESTER* has earned no further points in the Hull Distant Water Challenge Shield Competition since a summer spell in dock, during which she was adapted for mackerel fishing in home waters, she has retained her lead.

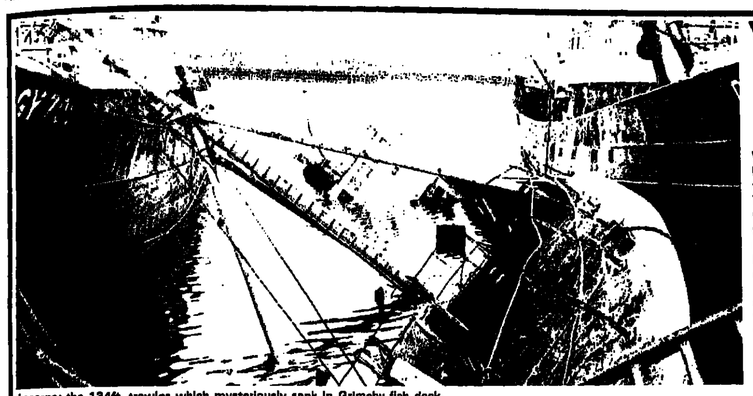
Handicap

The latest monthly table in this handicap event, issued last week, covers the positions up to September 30 (with allowances for trips started in September and finished in October).

Short of wet fishing out of Hull this year has resulted in very few changes in the monthly tables. During September, however, Hamling's *St. Giles* moved up from fourth to second place, displacing Marr's *Westella*, now third, and Hamling's *St. Dominic* has fallen to fourth.

The detailed placings list appears below, with positions held in the previous month given in brackets.

Position		Vessel	Kits landed	Points
1	(1)	*C. S. Forester* (Newington)	17303	3816
2	(4)	*St. Giles* (Hamling)	11779	2759
3	(2)	*Westella* (Marr)	12893	2684
4	(3)	*St. Dominic* (Hamling)	11863	2554
5	(5)	*Somerset Maugham* (Newington)	11639	2253
6	(6)	*Ross Sirius* (BUT)	8867	1978
7	(7)	*Arctic Cavalier* (Boyd)	9000	1863
8	(8)	*St. Gerontius* (Hamling)	8420	1800
9	(9)	*Arctic Vandal* (Boyd)	6248	1793
10	(10)	*Ross Altair* (BUT)	4801	1001
11	(11)	*Lord St. Vincent* (BUT)	3269	969
12	(12)	*Arctic Rebel* (Boyd)	1181	960
13	(13)	*Ross Orion* (BUT)	709	905
14	(14)	*Loch Eriboll* (BUT)	564	880



Locarno: the 134ft. trawler which mysteriously sank in Grimsby fish dock.

'Locarno' to be raised

WORK IS to be put in hand very soon to lift the former Boston United Trawlers' middle-distant water trawler *Locarno*, which sank at her moorings on Grimsby's North Wall in the fish docks last week.

The 324-ton vessel, sold some months ago to owners from the south, had been undergoing repairs when the sinking occurred. BUT was on the point of disposing of the 20-year-old motor trawler, laid-up for over three years at the Humber port since she was towed back from Iceland by *Ross Revenge* following a breakdown.

The trawler settled very awkwardly on her starboard side with only the tip of the bows, the main mast and the upper port quarter of the wheelhouse not submerged.

The authorities at Grimsby were still no nearer a feasible explanation for the sinking, between the laid-up trawlers *Lord Jellicoe* and *Ross Ramilies*.

It is understood *Locarno* is the largest vessel ever to sink in the Grimsby docks complex. An attempt late last week to straighten the vessel up with a steel hauser fixed to the mast failed.

As she was before the sinking.

NORTH SEA COD UP BY HALF

NORTH SEA cod catches by British fishermen have improved substantially in the first eight months of this year. At 75,835 tonnes the catch is 56 per cent up on the same period last year.

According to the White Fish Authority Supplies Bulletin, whiting and sole catches from this area were also up, by 32 per cent and 37 per cent respectively.

There has been a big drop of 31 per cent in haddock landings, but the WFA notes that this will be more than offset by those for cod, which this year will probably be the largest since 1972.

On the distant-water grounds, British fishing effort has dropped by 40 per cent. Coupled with poor catch rates, landings fell to 31,891 tonnes — just half the catch in the same period last year.

Effort

This decline was partially offset by a rise of 19 per cent in average value which gave the catch a total value of £6.7m. compared to £11.3m. last year.

The most important distant-water fishing area was the Barents Sea and it produced the highest average value of £494 per tonne. Average values from the catch off the Norwegian coast showed the largest increase over the period — from £361 per tonne to £473 per tonne.

Fishing effort on the near and middle-water grounds was up by 45 per cent and the total value of the catch rose by a massive 92 per cent to £18.3m.

Landings

The Scottish Office said that total Scottish landings of all species in September 1978 amounted to 74,000 tonnes. In the first nine months of 1978 landings totalled 326,000 tonnes of which about four per cent (12,300 tonnes) were herring; 6 per cent (21,000 tonnes) shellfish; and the balance white fish.

Corresponding figures for the first nine months of 1977 were total landings of 318,000 tonnes of which about 9 per cent (28,000 tonnes) were herring; 7 per cent (21,000 tonnes) shellfish; and the balance white fish.

THE SOVIET Fisheries Ministry has set up a special board to deal with acclimatising fish species to new habitats, Novosti Press Agency reports.

The most notable success was achieved last year with Pacific humpback salmon which had been introduced into the Barents Sea and the White Sea producing a catch there of 260 tonnes.

Flourish

Some fish transferred so well that they positively flourished in their new environment. Trout from Lake Sevan in Armenia, when transferred to Lake Issyk-Kul in Central Asia, increased their average weight 10 times. Similarly, Pacific hooped salmon in the Caspian have out-grown the local variety.

The Soviet-bred beluga-sterlet hybrid is now being cultivated widely in Bulgaria, Hungary, and the German Democratic Republic and Baikal Omul is being bred in Japan.

John Burgess' Log

Rigging a Yorkshire cobbler

I RECENTLY bought a Yorkshire coble which I understand was built by Hargrave Potter Hopwood at Flamborough in 1936. Most of his cobles were designed and built for sailing and, although mine is fitted with an engine, I want to rig it in the traditional way.
Where can I find out how to do so?"

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.

tion to rig your own in a similar way.

Not only does this book provide the information you want but it contains much else which will be of considerable interest to you.

It records conversations between the author and Mr. Hopwood, and describes in detail how he built his cobles — single-handed except for occasional assistance from his wife. It also contains plans of Northumberland cobles and detailed drawings of their gear and rigging.

If you do buy the book, which describes all types of inshore boatd which used to be worked between the north of Scotland and along the east coast down to the Thames Estuary, I don't think that you would ever regret buying Volume 2 at the same time.

This volume describes and illustrates in a similar way all types of small craft propelled by sail and oar which used to be operated in Kent, around the south coast, and up the west coast to the Clyde and beyond.

They are both published by Fishing News Books Ltd. in association with David and Charles Ltd. and are obtainable through any bookseller.

■ On page 115, Volume 1, of Edgar J. March's two books on *The Inshore Craft of Britain — In the days of Sail and Oar*, there is a sail plan of the Flamboro' — type coble *Eliza* which may also have been built by Mr. Hopwood. The plan and some accompanying plans of the hull of the boat and its fittings will provide you with sufficient informa-

Trawler sprats

"WE HAVE always caught sprats with drift nets round here but this winter my cousin and I are thinking of pair trawling for them.

"His boat is 35ft. long and powered by a 110hp engine. Mine is a little bigger but I also have a 110hp engine. Can you tell us anything about the Larsen trawl and how it is worked?"

■ The Larsen trawl is a square-mouthed, wingless trawl originally produced by Robert Larsen of Skagen, Denmark for catching herring off the Jutland coast.

It is made entirely of nylon and is produced in sizes from four to 10fm. square in the mouth to suit vessels of varying horsepower. A six fm. trawl would be most suitable for towing by your two boats.

The net is made in sections joined together to form four panels which constitute the top, bottom and tow sides of a rectangular mouthed trawl. All four parts may be identical; or the two side panels may be narrower than the upper and lower panels.

Bag of the net may be anything from 16 to 30 fathoms long and tapers towards a long tubular codend. Floats are attached to the headrope and leads to the footrope.

Bridles are attached to the footrope as well as to the headrope so that it can be set to tow at any depth. They are usually made of flexible combination rope, the lower pair being a little longer than the upper pair. The latter are usually made of slightly stouter wire because they have to take the main strain of the gear.

Weights, varying in size from 125 to 350lb. according to the depth at which the net is to be fished, are suspended from each of the footrope. They are usually made of iron, cylindrical in shape, and are fitted with rings to enable them to be shackled to the warps. Swivels are always shackled between warps and weghts.

Vessels which operate Larsen trawls are usually fitted with winches capable of taking about 200fm. of 1¼-1¾in. wire on each drum and it is essential that the warps in both boats should be of the same size and that markings on all four warps should be identical.

Precisely how they shoot and haul is described on page 114, and illustrated on pages 116 and 117, of *An Account of the Fishing Gear of England and Wales* by F. M. Davis which is published by Her Majesty's Stationery Office and which you could get through your local bookseller.

Larsen trawls can be worked in winds up to Force six and in tidal currents up to four knots. They can be worked over any type of ground and at any depth. Best results are achieved when the water is turbid and there is no phosphorescene.

They are designed for use when fish are concentrated in shoals so, to work one successfully, it would be necessary for both your boats to be fitted with an efficient fish finder. It would be desirable for each to be fitted with a VHF radiotelephone as well to facilitate communication during operations.

I have observed a Larsen trawl operated in the Thame Estuary by skippers and crews who had perfected their drill to such an extent that they did not need to communicate verbally when all went according to plan. When there were hitches, though, ability to communicate rapidly by R/T was invaluable.

Plastic floats

I WAS glad to see, on page seven of the October 27 issue of *Fishing News*, that Plasticisers Ltd. are again making Nautilus and North Star floats at their works at Drighlington near Bradford, Yorkshire.

I have used these floats, also the Tritor twisted monofilament polypropylene rope which the company used to make, for several years and found them all to be excellent products.

If you therefore want hard plastic floats with two holes through them, made in the UK, you can get them from Plasticisers Ltd. which make them in five, six and eight in. diameter sizes of from Industrial Injection Moulders Ltd. which make 5½, 8 and 11in. diameter floats.

The latter company also makes plastic floats in these three sizes with single holes through the middle of them at its new premises at Milton Industrial Estate, Leemahagow, Scotland.

Salmon ropes

A MONTH or two ago a reader wanted to know where he could get rope with pieces of polystyrene woven into it for making buoyant headlines.

I told him it was obtainable, in various sizes, from Hugh Norman (Marine Sales) Ltd., Ythan Cottage, Ellon, Aberdeenshire.

I have since received samples of two salmon ropes made by Bridon Fibres and Plastics Ltd. which are buoyant and which they say eliminate the need for ropes with separate pieces of buoyant material incorporated in them.

One of them has a diameter of seven mm and is constructed of braided blue polypropylene; the other has a diameter of six mm and is constructed of plaited orange polyethylene.

The latter is of special interest as it is constructed in a similar way to the Polysplice rope which I described a year or so ago. It consists of eight strands loosely plaited together and you can put splices in it in a fraction of the time it would take you to put them in rope of any other type of construction.

If you compress the rope longitudinally at one end the strands open up and make it possible to insert the other end of the rope through the middle of them. If you then de-compress, the strands close and take a firm grip on the end of the rope inserted.

You can not only splice lengths of rope together in this way but you can splice the rope back on itself to form an eyesplice, or around a thimble, with equal ease and speed.

If you want to remove a splice, you can do so as quickly and easily as you made it; all you have to do is to compress the strands again and withdraw the free end of rope.

The rope will doubtless prove a boon to some salmon fishermen. Further particulars of both it and the blue PP rope can be obtained from Bridon Plastics and Fibres Ltd., Conderton House, 17 West Road, Newcastle upon Tyne, Tyne and Wear.

LOOKING SOUTH-WEST

A review of fishing in Devon and Cornwall

Inshore fishermen at Falmouth give support to a resolution for a six-mile limit reserved for small boats. Their alternative . . . a blockade!

GROWING PAINS!

"WE NOW know what the poor bloody Icelandic fishermen felt like with all those big English trawlers careering around off their coast . . . except we have the Scots as well." An overstated Cornish view, perhaps, but one which indicates the depth of feeling in the south-west over the booming mackerel fishery.

The strain of having about a third of British fishing capacity diverted into Cornish waters this winter is already beginning to show. The seeds of discontent were sown in the summer, when the hand-line fishing collapsed. This has been put down to the dispersal of fish by the activities of visiting trawlers and purse seiners the previous winter.

For many outside observers, the mackerel situation in Cornwall is associated with the "growing-pains" of a relatively new fishery. But, by local fishermen, it is regarded as the "death pains" of their industry.

While the influx of boats has produced a lot more money for local industries and shops, this only stokes up the anger of local fishermen. To see young deckhands off Scottish purse seiners flashing bulging wallets does nothing to improve the situation. The local men know only too well, that they have never been able to cash in on the big rewards of fishing.

Blockade

The result is that Cornish fishermen are planning to blockade the ports and look like getting support from their Devon colleagues — unless a six-mile limit is imposed on boats of over 80ft.

A move to six miles would not only hit the visiting fleets. There are a number of vessels in the south-west fleet which would find themselves forced out, but the skippers of some of these vessels believe that the small boat men are right and feel that there is enough fish outside six-miles to keep them in business. And that there is plenty of fish outside the limit for the fleets from the North.

Disaster

The summer fishery was certainly a disaster for the handline fishermen in Cornwall. At their peak in 1975, the handliners brought in 100,000 stones of mackerel — then the decline started to set in. By 1976 the catch was down to 92,000 stones and a year later slumped to 85,000 stones. This summer produced around 50,000 stones, which now means that the winter fishery could be make or break for many boats.

Was it the massive concentration of vessels on the winter fishery that produced these poor summer results? Perhaps the situation is best summed up in the words of the chief fishery officer for Cornwall, Broundand S. Tonkin, who says: "I feel that it is more than coincidental that the declining handline catches follow winter mackerel seasons that have seen an explosion of effort on the stocks; in particular on that proportion that, prior to last winter, was left relatively untouched. I refer of course to the shoals that were fished at the end of the season in the area of the Isles of Scilly, and which were almost certainly of small and immature fish."

Concern about the mackerel fishery off Cornwall is not just confined to the stocks. The behaviour of the visiting fleets on the grounds, especially the big trawlers, is claimed to be putting the small local boats in danger.

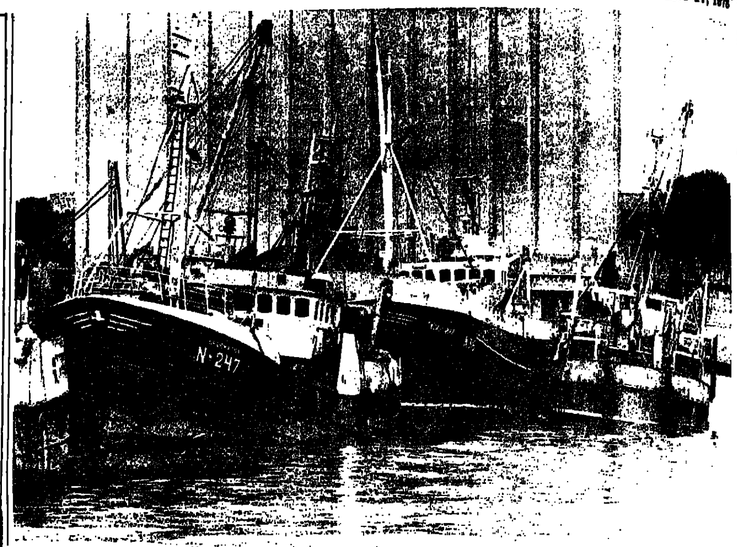
Legacy

There have been many reports of near misses as trawlers career around with lights blazing, whether they are fishing or not. Perhaps this is a legacy from the days when many of these trawlers were on the wide open spaces of the distant water grounds. They now seem to find it difficult to work within the disciplines of a confined fishery.

Despite all these problems, the small-boat local fishermen could end up having the last laugh

Turn to page 14

Cornish fishermen examine dumped fish found on the scallop beds. This sort of activity by the visiting fleets is stoking up the anger of local men.



GROWING PAINS

From page 13

— If there is any fish left. There is now a real possibility that the fishery could be stopped by Ministry order before the end of the year.

In the early part of this year (January-May) 140,000 tons of mackerel were taken in south-west waters. With the Scottish west coast fishing producing a further 105,000 tons this autumn, catches must be nearing the limit which the Ministry still refuses to disclose. If, as suspected, the limit on the fishery is 300,000 tons out of the EEC's total allowable catch of 450,000 tons, this leaves only 55,000 tons for the winter's fishing.

In a move which lends suspicion to the prospect of a halt to fishing, the small boats have been put outside the boundaries of licenses and would be allowed to fish on.

While Cornwall struggled with its problems through the summer, the Devon fleet was able to cash in on an escallop boom. At one time, only six Plymouth boats were left trawling for white fish.

The heavy escallop fishing produced something of a problem for trawl fish merchants at the port and it was left to Cornish boats to come up to Plymouth and augment supplies.

This year, the important shellfish industry in the south-west continues to expand. Landings are confidently expected to exceed the £3½m. set last year. Just how important the escallop fishery has become can be seen from indications that the catch this year will be around £2m. and will almost certainly top crab as the major shellfish earner.

The crab fishing which has played such a big role in the south-west is now the subject of concern about overfishing and it seems unlikely that there will be any further expansion on this scene.

The prospect of conservation measures on the crab now look very real, with the Ministry raising the minimum legal size.

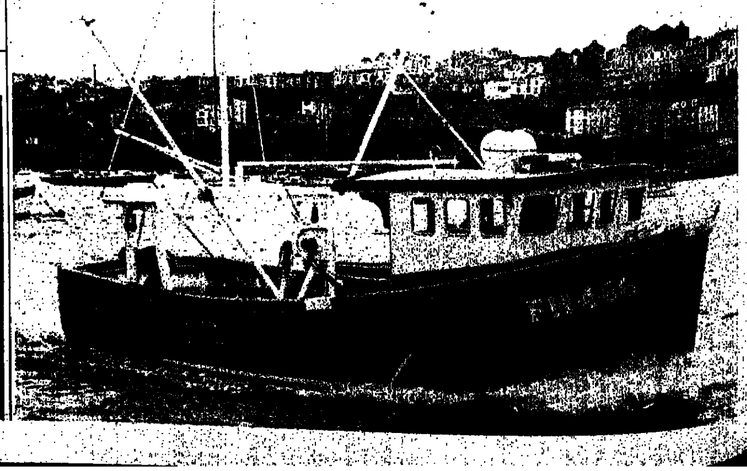
During the next few months there is no doubt that the national press and television will be focusing attention on the tense situation developing between local interests on the mackerel and the migrant fleets. Sadly, "unity" among fishermen has been a grossly over-used word. It should now be replaced by "understanding", because that is what is needed between one section and another if the industry is not to make a public spectacle of itself by indulging in internecine warfare. And a good start has now been made with the voluntary Summer ban on the trawlers.

Congestion at Millbay Docks, Plymouth, as the purse seiner *Spesmagna* discharges.

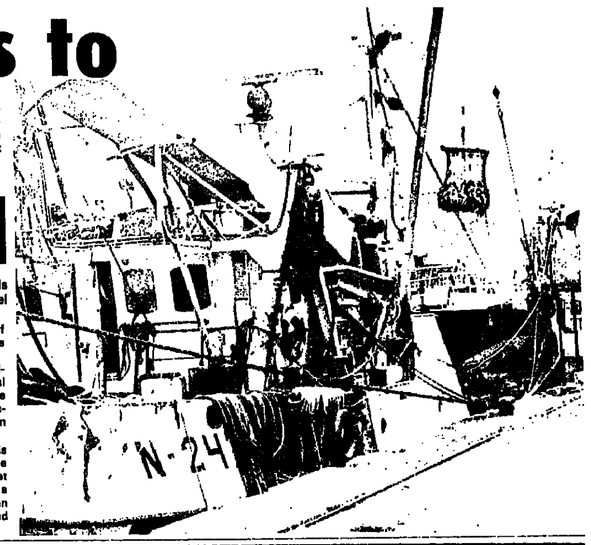
Despite their problems south-west inshore fishermen are still investing in new boats. This new 37ft. stern trawler, based on a Cygnus hull, has started work from Flushing.

DEVON *Value of fish landings*	
1975:	£2.6m.
1976:	£5.3m.
1977:	£8.9m.

CORNWALL *Value of fish landings*	
1975:	£2.7m.
1976:	£4.2m.
1977:	£6.6m.



Plymouth looks to pilchard and horse mackerel



Right: mackerel being unloaded from *Spesmagna* at Plymouth.

IT LOOKS like new and rapidly-expanding markets for horse mackerel and pilchards could compensate Plymouth's fishermen for any losses suffered under the new mackerel quotas which came into force on November 5.

John Brannon, general manager of Christian Salvesen (South West), largest of the Plymouth agents, said his company would prefer fishermen to fish these two species because of the fresh markets.

"I feel that the new quotas for mackerel will actually benefit the fishing industry in Plymouth. Quotas will now be filled within three or four days leaving the rest of the week free to explore this new area," he said.

The horse mackerel, known locally as sand, has never been sold to British consumers. It is a bony scavenger, tougher and less oily than its mackerel cousins, and is an important source of food in Nigeria, Angola, Ghana and the Middle and Far East.

Until two years ago, Argentina supplied the major portion of the African market from its own fishery while horse mackerel stocks off Britain remained relatively untapped.

The mackerel season has been fairly regular for the past four years, running from October through March and extending last year to April. Pilchards are fished from December to February with the horse mackerel shoaling in early spring from March to May.

Mr. Brannon said: "In this coming year, I think we'll see that landings in Plymouth as far as mackerel are concerned will not be so big in terms of tonnage, but the value will be greater. General landings will be up because of the increase in horse mackerel and pilchard fishing."

Ministry of Agriculture and Fisheries figures for 1977 show that 1,317,361 cwt of mackerel was landed at Plymouth with scallops totalling 4,449 cwt, whiting 2,441, sprats 2,745, lemon sole 1,574 and pollock 1,471.

Despite the big boom in mackerel fishing off the south west coast, these figures have remained fairly static over the last couple of years. The big improvement has come, rather surprisingly, in scallops, which are fetching excellent prices varying from 90p to £1.20 per dozen.

Variety

The one variable in monitoring catches at Plymouth, where almost every variety of fish frequenting south west waters is landed, is the vast number of small boats going out to sea filled with sea anglers. These boats operate in hundreds during the season but it is felt that the total catch from them will prove significant only over a period of years.

Only four local boats which go after mackerel are affected by the new quotas. The remainder — either under 40ft. in length or hand-liners — do not have to be licensed and do not therefore adhere to quota demands.

According to the MAFF, licences are issued for no specified period but can be revoked, suspended or altered within a 24-hour period. Since November 5, trawlers less than 55ft. long have been limited to 100 tons of fish a week. For those up to 90ft. the figure rises to 145 tons; up to 120ft., 175 tons and the biggest trawlers — up to 140ft. — are allowed 215 tons.

Purse seiners have correspondingly larger quotas with 55ft.-90ft. vessels allowed 180 tons, up to 120ft. 210 tons and up to 140ft. 225 tons.

"I only hope the MAFF scientists and researchers have their figures right," Mr. Brannon said. "They said the same things about herring."

Convinced

The total allowable catch of mackerel in UK waters is 450,000 tons a year and the MAFF seems convinced it can enforce this figure.

There are fines for breaking these rules. A trawler or purse-seiner exceeding its quota can be fined up to £50,000 plus the possible confiscation of ship, catch and gear.

Additional safeguards include banning all vessels over 60ft. in length from within the three-mile limit off Devon, Cornwall and the Isles of Scilly. The really important clause in the new quota regulations states that no freezer vessel should land or tranship to an unlicensed vessel more than 390 tons in any one day.

Signs of determined enforcement of the new rules include the restricting of transhipments to Falmouth and Mounts Bay, use of RAF Nimrod jets for tracking and increases in the staff supervising the fishery.

We need the deepsea and Eastern bloc freezer ships because we lack on-shore facilities. It's the usual story — we need financial incentives to improve onshore facilities, so we can compete, but the investment required is more than substantial.

"Ideally, we should catch, freeze and export all our own fish down here with no dependence on outside factors. Salvesen is one of the only companies to do this," he said.

As the biggest cold storage company in Britain — Salvesen can afford to.

The mackerel shoaling off the south west have a lower oil content than most. This improves the quality for smoking tremendously as the fish holds together far better after the process if it is dryer.

In the last four years, demand for smoked mackerel has increased enormously as Britons get used to the tangy flavour.

"Smoked mackerel is big business now — particularly in freezing terms," Mr. Brannon said. But the time during the mid-1960s when Russian ships took out about 275,000 tons of varying species of fish in a year is long gone, he added.

"Everyone must work to preserve the south west fishery. Horse mackerel has never been properly fished and has very strong stocks indeed. It's time to open up this new market and bring in a closed season on mackerel, probably ending about the middle of March when the horse mackerel begin to shoal."

The breathing space provided for mackerel could be vital to its preservation and the weather this winter is one factor most Plymouth fishermen will be considering.

However, if John Brannon is right, most fishermen will be eyeing the Third World market and setting their sights on a fish no British or European housewife has yet considered cooking.

Newlyn hits the expansion trail

—'GO AHEAD' FOR HARBOUR SCHEME

THE CORNISH port of Newlyn was riding high this week following the news that a new £1.1m harbour scheme has been given the go-ahead by the Government with a 50 per cent grant.

While mackerel sustains the massive fleets from the north it has also been the key to the success of such ports as Newlyn — the traditional centre of the fishing industry in Cornwall.

Last year, mackerel was the main contributor to the over £1m leap in landings at Newlyn and its near-neighbour Penzance. The combined landings at these ports passed the £3m mark for the first time.

It was a prodigious growth of over 200,000 cwts. of fish and over £1,100,000 . . . almost as much as the total for the whole of 1975!

A glance at the two harbours these days, and then out into the bay where the large trawlers lie at anchor, tell their own story. Never, since the pilchard bonanza a century ago, can the overall scene have been so busy.

While the local hand-liners express their deep concern for the future of this fishery — and their anger at the Northern invasion of the grounds — some mammoth landings have been made. Newlyn now looks ahead to its development scheme which will provide better facilities at its harbourside, and more berths. At nearby Penzance, Penwith District Council have been spending quite a bit of money to improve the inner "floating" harbour.

The news of the harbour development approval was given in the House of Commons in the reply of the Ministry of Agriculture, Fisheries and Food, to the recent report of the Expenditure Committee on the fishing industry. It's been warmly welcomed at Newlyn, for a lot of hard work has gone into the planning over the years. Mr. Andrew Munson, clerk to the Harbour Commissioners, believes the scheme will take about 15-months to complete.

Fifty per cent was the maximum grant expected. This grant is in addition to the Common Market FEOGA grant of £132,000, which goes towards the 50 per cent cost to be met by the Harbour Commissioners, who will have to find almost £400,000.

The scheme includes extensive dredging, the building of a new jetty parallel to the present North pier, and reclaiming land.

A fish market development would be part of another phase. The consulting engineers are Gifford and Partners of Southampton.

Numerous schemes have been talked about at Newlyn over the past seven or eight years, and ironically a "larger" scheme discussed in the early days for a new pier to be built outside the present harbour would have cost as much as the "inside" scheme is going to cost now.

The first stage in this major development will be the reclaiming of harbour land in front of the Coslt store, and then will come the in-filling of Keel Alley to form a boat park, with the demolition of the viaduct and the building of a solid wall and road.

One thing that has been shown beyond doubt is the need for these extra facilities.

These figures for the past three years show the growth. In 1975 a total of 169,154 cwt. was landed at Newlyn-Penzance, worth £1,322,236. Of this mackerel accounted for 118,394 cwts. and £474,502. Ray brought in a further £106,000, and shellfish £82,000.

In 1976, landings totalled 266,359 cwt., worth £2,221,481, which included 203,391 cwt. of mackerel worth £819,000. Shellfish made £434,000, and sole £158,000.

Then came last year's all-time best, with 470,248 cwts. worth £3,347,146. Of that value almost half was mackerel — £1,673,718, from 401,813 cwt. and ling made £301,000.

Scallops worth £312,000 were a big feature of the £474,000 shellfish catch.

Underlining the importance of pelagic landings Bill Williams, fishery inspector for the south-west said: "There has been very little change at all in the demersal catch, and there has not been much change in the shellfish catch, except for scallops.

"These figured prominently for the first time at Newlyn in 1976 and 1977, and have never been here in any quantity before.

"The one very big difference has been in the mackerel catch, although the quantity here is much smaller than at Falmouth and Plymouth."

But there are worries, and some of these were expressed by Nick Howell, a fish and shellfish merchant, who has been based at Newlyn for about three years. A lot of people are relying on the winter mackerel because of the quiet summer, he said.

The summer season for mackerel was not very bright, long-lining was difficult because the boats had to go so far out, and crabbing was harder this year with the increased price of boats. And with the increase in the number of boats netting for shellfish the share for each boat must be down.

One new dimension to the fishery has come with the popularity of smoked mackerel throughout the country. The huge catches of the purse seiners, and the comparatively reasonable price for mackerel, has opened up this market.

So, from an almost unknown fish, the mackerel in the past couple of years has become well-known everywhere.

Yet despite this development, Nick Howell considers it will be very awkward for the buyers this winter. There have been quotas for small and medium mackerel, and the price has been down below last year's for the large-to-medium-large, which were £1.10-90p compared to this winter's 80p-£1.

Unless the large mackerel come closer to shore it is going to be an expensive business for the hand-liners to steam a long way out.

The majority of fish goes to Billingsgate, Birmingham and Cardiff, but there is a truly Continental air to Newlyn these days.

The large "freezer lorries" from France, are matched by those of such long-established local firms as the family trawling fleet enterprise of William Stevenson and Sons — fish salesmen and merchants as well as trawler owners — and Suttons (Cornwall) Ltd., the wholesale fish merchants, and the more recently established Kismet Fisheries (Cornwall) Ltd.

On the shellfish side the family firm of W. Harvey and Sons of Newlyn plays a major role.

The fleet also continues to grow. At least three vessels of over 50-ft. in length have arrived at Newlyn in recent months — all having been acquired by local men.

"Pride of place," says Broundand S. Tonkin, Cornwall's chief fishery officer, "must go to the 80-ft. plus dual-purpose line-trawler *Girl Pat III*.

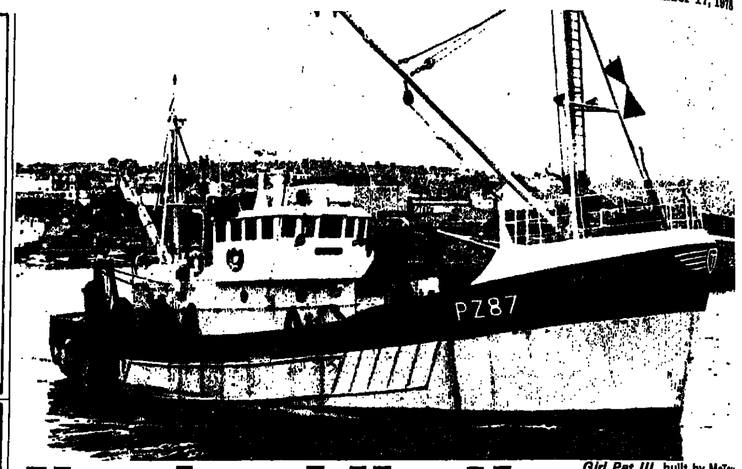
Constructed of steel by McTay Marine of Merseyside, at a reputed cost of £500,000 for the well-known Thomas family, she admirably augments the fleet at the port.

Quite a number of boats in the 30-36 ft. class have also entered the fishery. And, as Mr. Tonkin points out, brings us back to one of the first points made in this article: "Unfortunately, all these extra vessels will add to the considerable congestion at the port, and the proposed improvements become more urgent almost daily."

While the winter mackerel fishery is the talk of Cornwall it's interesting to note how Newlyn in particular and

Continued on page 18

The Scottish built *Dew-Genen-Ny* reflects the growing power of the Newlyn fleet.



Girl Pat III, built by McTay on Merseyside, is the latest new trawler to join the Newlyn fleet.

Newlyn hits the expansion trail

Continued from Page 16.

Mounts Bay in general have fared these past summer months.

For a start, the hand-line fishermen operating from the harbours and coves have experienced their worst summer season since this fishery became established in the 1960's.

Over the years the fishery improved steadily, reaching a peak in 1975 when some 100,000 stones were landed. Since then there has been a decline in catches of 8,000 stones in 1976, and a further 8,000 stones in 1977 when 85,000 stones were taken.

"This year the reduction escalated to a mammoth 30,000 stones, and consequently the total catch has fallen to approximately 50 per cent of that taken in 1975," comments Mr. Tonkin.

"Although I am unable to explain the reason for this enormous fall, I feel that it is more than coincidental that the declining hand-line catches follow winter mackerel seasons that have seen an explosion of effort on stocks."

With the virtual loss of this fishery a great deal of emphasis is now placed on the winter season that could well decide the future of the hand-line fishery.

There was better news of long-lining this summer with the Newlyn based fleet again experiencing an exceptionally good season, with total grossings in the region of £250,000.

"This has created yet another new 'high' for the port and represents a 23 per cent increase over last year, which itself was a record," adds Mr. Tonkin.

Although trawl landings were modest there was a continual keen market demand, and consequently, fish with a value in excess of £250,000 were landed during the summer. Although the landed weight was lower than that of the comparable period of 1977, the first-hand value of catches continued to increase.

This summer, though, there has also been a marked decline in the number of scallops to be found, and landings fell in value to roughly half of last season's £250,000.

As this south-west fishery was discovered only two years ago it appears that stocks are very vulnerable as at no time has intensive fishing taken place.

There was a much reduced fleet operating from Newlyn this summer, as many of the usual visitors from the Isle of Man, the Channel Islands and the South Devon ports did not arrive.

DEAD MACKEREL KILLING OYSTERS

FURTHER unrest built up this week against the large fleet of Eastern bloc fish factory ships operating off Cornwall.

This follows complaints by members of the Truro Oyster Fishermen Protection Association who claim that dead mackerel and discharged waste from the 30 factory ships, operating within the Falmouth Harbour limits, could damage valuable local oyster beds.

After a meeting of local oyster fishermen, when reports were made of dead fish and an oily scum being found near the oyster grounds, the Association asked the harbour commissioners to stop the dumping. "Some oysters have already been found dead," said the association's secretary John Walls. "The jobs of 100 men are at stake. We say all the pollution is coming from the factory ships and we want it stopped."

Captain David Banks, Falmouth's harbourmaster, blamed "emotional influences" for the recent level of complaints of pollution, noise and smell being created by the fleet of fish factory ships in the port.

Captain Banks said: "The harbour commissioners' attitude to the notice is that this, after all, is a commercial harbour. It's a working anchorage.

"There are vessels processing fish for fertiliser, so when the wind is in a certain direction there is some smell."

Captain Banks said that the most serious allegation being made is about pollution of the water and local beaches. He agreed that in parts of the harbour there has been a soupy scum, with oil content, on the water. This was coming from the vessels producing meal.

There had been reports of dead mackerel dumped on to the oyster beds. Fears that the polluted water could result in a large kill of oysters led to a visit by MAFF scientists and tests by the south-west water authority.

At a meeting of Cornwall County Council, Reg Julyon alleged that Carrick Roads in Falmouth harbour was becoming a cesspool. The noise and smell in the area he said was "indescribable."

Kathleen Dale, chairman of Falmouth and Truro Port Health Authority, thought the "outsiders" would destroy the Cornish mackerel fishery.

Tests will be continued this week to establish whether the build-up of organic matter in the harbour waters will lead to gross pollution.

Pressure is also being mounted to move the factory ships outside into Falmouth Bay where it is believed the pollution effects would be minimised.

Top marks for skipper with new sounder

A 74FT. Brixham trawler is the first vessel in the south-west to fit a new high frequency Japanese echo sounder. Skipper-owner Peter Bartlett has installed a Neco MF 1500 set on his former 'Sputnik' trawler *Braeside* — and now several more vessels have followed suit.

The unit costing £650 was supplied by Sutton Marine Ltd. of Plymouth, which has been appointed south-west agents for this equipment.

The unit was installed on *Braeside* six weeks ago and, although intended mainly for mackerel, has so far been used on sprats with some good results. "With higher frequency we have been getting some good marks," Peter Bartlett told *Fishing News*.

There have been some teething troubles with the new equipment, but Peter Bartlett was confident these would be ironed out. "The set needs better illumination and I would have preferred the unit calibrated in fathoms and not metres," he added.

The main aim of having the MF 1500 on board *Braeside* is for the detection of mackerel through the season with the minimum of interference on the 50 KHz monitoring the net.

The unit operates on a frequency of 200 KHz with a high output power of 400 watts — a combination which gives good clear bottom definition.

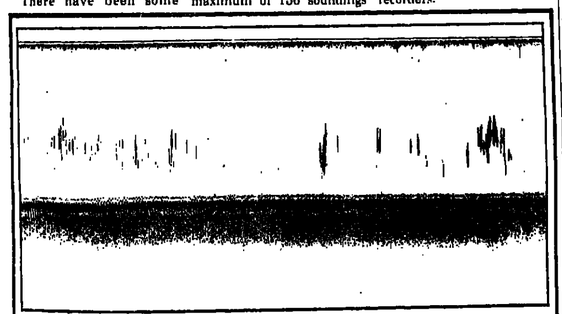
Six depth ranges are incorporated: 0-50m; 40-90m; 0-100m; 80-180m; 0-200m and 160-360m. There are three sounding ranges — with a maximum of 156 soundings per minute — which are adjusted when switching ranges.

One unit is suitable for a range of voltages from 10V-28V d.c. enabling the set to be switched to any vessel. Power consumption is a low 20 watts.

A white line control is fitted and incorporated in the unit, with a variable paper speed control enabling the paper to run from as low as eight millimetres per minute.

Transducer and power connection are via plugs and sockets on the side of the equipment. This allows the set to be removed with ease when servicing is required.

Due to its high performance, the suppliers see a big potential for this sounder, which has a six in. chart, in between the cheaper four in. recorders and the sophisticated eight in. recorders.



Recordings taken from the MF 1500 echo sounder aboard the Brixham trawler *Braeside*. Above: a good mark of sprats off Brixham. Right: an example of high bottom definition. A white line control is a big feature of the new Japanese echo sounder.

...autopilot on course for success

A NEW Canadian manufactured autopilot has just been introduced in the UK by Sutton Marine Ltd. Competitively priced at £1,000 for the relay drive, the Wagner MK4 unit is already used world-wide on vessels ranging from 350 ft. down to a six metre mini-submarine.

A course can be manually set on the six in. diameter course dial which may also be used as a compass repeater.

Full controls are provided i.e. yaw, rudder, angle, counter rudder and automatic trim. Six internal settings enable the pilot to be tuned to any vessel.

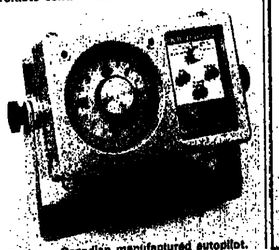
The autopilot may be controlled by gyro or magnetic compass. With the standard unit a course sensor is provided so that the pilot can be used from the main steering compass. If a vessel suffers from magnetic interference problems then it is possible for a compass to be provided in order that the sensor can be remotely located to minimise the inteference.

Incorporated in the Mk.4 is the electronics to drive a rudder angle indicator, thus only a rudder indicator meter is required.

On the standard unit an interesting feature of the design is that it will cope with any voltage from 12 to 32/V d.c. On large vessels a power unit is available for 110/220 a.c. and d.c. volts.

Three different hydraulic pumping sets are available for the Mk. 4 autopilot. The pumping sets direct oil into the port or starboard steering lines on command from the autopilot.

For White Fish Authority approved vessels, a watch alarm unit is available. There are a selection of optional accessories such as lever control, jog switch, rudder angle indication, gyro course detector and remote control units.



The new Canadian manufactured autopilot.

APPEALING FROM CORNWALL

'Let us all make a living'

AS SECRETARY of the Cornish Fish Producers' Organisation DAPHNE LAWRY has been in the forefront of the fight to stop the local handline fleet sinking under the weight of the massive effort being put on the mackerel stocks by visiting fleets.

In this article she states the case for the CFPO and calls for co-operation from other fishing interests in getting the situation resolved.

Daphne Lawry: secretary of the Cornish Fish Producers' Organisation.

FOR A long time now the Cornish Fish Producers' Oganisation has predicted unpleasant developments on the mackerel grounds. We have been asking for measures to prevent this, but it is rather late for these now. In the past few weeks life in Cornish fishing has become brutally insecure and this must be put right.

Local and national press, TV and radio have reported many dangerous incidents and much short sighted bad fishing and marketing practice. Eventually we shall all suffer if we don't sort ourselves out and insist on rational management of stocks and markets.

At present it is the local small and medium sized mackerel boats that are suffering, but the effect is spreading to the rest of Cornish fishing as well.

We know why the UK vessels of all sizes and many types are in a dangerously competitive concentration on the south-west mackerel and that this is likely to continue every year now, with mackerel a valuable catch for the whole industry. We also know that fishing is a dangerous occupation, so it is all the more important that risks should be reduced as much as possible.

Fights

Recently there have been verbal and physical punch-ups between local and migrant fishermen. It is rather surprising that this is still rare, but though it does relieve feelings it solves nothing — and we all lose. We need to discuss the situation and solve what can be solved; we think more can be agreed and put right than many of the competing fishing interests might suppose.

Cornish boat owners are asking for considerate treatment, and as we are asking this of men and firms that are financially and physically much larger than us, we'd be silly not to say "please!"

One thing we would like to make clear to all our colleagues round the coasts and to our Ministry. We are not basing our demands for local protection just on a sentimental appeal for the little man in his little boat. Of course we think we have a right to our chosen way of life and that Might should not be Right, but the same plea is made by owners of big boats. We base our claims on our worth to the UK fishing fleet: we are a national asset so we ask that our survival be ensured.

The fish in UK waters that we all hope our Government will protect from EEC manoeuvrings cannot be fully exploited by a migrant fleet of bulk catching freezers and trawlers only, let alone by the highly specialised purse seine netters. To take full advantage of this unrivalled resource the UK must retain a full range of fishing boats and fishermen. This means vessels from beach launched cove boats up to the giant freezer trawlers.

The smaller boats exploit the large range of fish close inshore, and this leads to the boats for one kind of fish in some areas and to the fleet of versatile boats between 20ft. and 60ft. working round Cornwall; without these boats and men much of the UK inshore catch will be lost and neither the industry nor the country can afford that.

The commercial value of such boats to the industry is being ignored. We are told bulk catching is the modern method and we must move with the times. We do not agree. Indeed we doubt if the state of world fish stocks can permit the use of the ruthless purse seine net much longer — ask the Scottish herring driftmen about that.

It is becoming more and more clear that small boats that are labour intensive must be the boats for the future and that, far from being behind the times, we are probably more suitable to the present situation in fishing than bulk catchers.

The British fishing fleet has suffered most painful pruning in the past few years, but the industry would be most unwise to pass this on to the small boat all the time as is happening all round the coast at present. We are asking the operators of larger vessels to start to accept this here in the south-west, and to agree to the slight loss of fishing opportunity to themselves that allowing us to make a living will entail.

Six-mile limit the only way to protect ourselves

On conservation of stocks the industry is in agreement: it is vital.

Until we are sure of the continuity of supply, all our fine structures of catching and marketing are so much lumber. This would seem self evident and almost all sections of the industry do plainly know it to be the bitter truth. Yet we sometimes seem to forget it in the wrangle to carve up the inshore stocks left to us and the Ministry appears to think fish multiply by magic.

Alone

This year the Ministry proposed to permit ad lib fishing of our last remaining stock of fish available for bulk catching, the mackerel. Until the herring ban I think the Cornish PO was the only organisation of its kind pleading against this insanity; indeed even our neighbouring PO in Devon advocated ad lib fishing because they thought it best to catch all they could with the probability of the mackerel stocks being quickly fished out.

After the herring ban we were joined by almost all the PO's and catchers' representatives and we have combined to persuade the Ministry to apply the mackerel licence that it proposed last March and has now been in force since November 5.

It is no good pretending that "greedy fishermen" fought against that licence. Details were certainly argued but it was the catchers who fought for the licence and that is encouraging. We must continue to work inside such agreement wherever we possibly can, and to do this we must know where we disagree.

This is not the usual platitudinous plea for unity that is a convenient platform under which to hide our differences. We do agree throughout the industry on a great deal and where we differ we must come into the open about it, try to isolate the trouble and find a practical compromise to present to those who impose the rules on men who know their own business.

Chaos

Though many of us are not at all sure that we are being allowed to take only a sustainable amount of fish from our mackerel stocks, let us assume this will be gauged right in time to save the stock. It is unlikely that ad lib fishing will ever be permitted again, so decisions will have to be made as to who catches how much, where and how. That is what has gone wrong just now and it is evident in the recurring chaos in mackerel marketing caused by oversupply, in suicide prices and maverick seamanship by a very few bullies taking desperate measures to get fish.

To some extent marketing is self regulating; but it does seem unreasonable to have stopped taking top quality mackerel from the Minch because a TAC of 100,000 tonnes was passed which was thought right in the conditions prevailing some months ago. Fishing conditions change more quickly than that.

Earlier we asked for a closely supervised TAC for the Minch, because we did not want to find the south-west boats deprived when it had all been taken by large boats able to migrate round the coast doing well for themselves and disrupting local effort on their way. Since then the cold Summer and warm Autumn have prolonged the stay of large mackerel in the Minches and the stay of small Summer mackerel in the south-west.

When the Scottish fleet was ordered to stop catching in the Minch some large mackerel were being landed here, but for too long a huge bulk of immature fish was still landed and the Ministry order inevitably drove the effort on to those fish.

Such inflexibility is the danger of central control that relies so heavily on its internal sources of information instead of combining it with practical information from men with generations of experience who actually do the job.

The oversupply of unwanted fish has stopped or restricted the line fishing for mackerel here regularly this season. Line fishermen can only make their modest living if they fish regularly, just as our local merchants can only profit if they handle a continuity of supply.

Lining

The need for such continuity is one of the strongest reasons for local merchants handling line fish in the winter when bulk catchers might be more convenient.

That same continuity is one of the important advantages of smaller boats which can make a profit on a much smaller catch than bulk catchers. When freezer plants are full there is no buffer to absorb the surplus catch and we have suffered the disruption that the migrant boat owners said they did not want to cause. Even if we all behave like perfect gentlemen at sea and bow to one another saying "After you sir," so that we all do catch fish, it is little use if we cannot sell what we catch and the mealing operation is already very extensive here. Unfortunately at present hand line mackerel boats and small trawlers cannot be at all sure of even catching because of a combination of the dangerous mixture of all sizes of boats on the same shoals and the taking or breaking up of those shoals by bulk catchers.

Skill and luck have prevented a disaster

We have fished mackerel for many years and we know that they do not shoal up if they are harassed and it is fairly certain that they do not breed unless they shoal. Now they are harassed up to three-miles from the shore all the time and this has so disrupted their behaviour that the Summer mackerel catch, upon which we rely, has been reduced this year to 30 percent of what it was last year. The weather was not unique, the costant trawling was.

We are relieved that the local by-law of a three mile limit inside which 60ft. boats may not fish has now been brought under the statutory protection of the mackerel licence. This is not the parochial dog-in-the-manger attitude to mackerel that it might seem; only because of this narrow strip of protection has it been possible for hand liners to make a much reduced living at all, without it we should not have continued long after the advent of the bulk catchers here.

When those bulk catchers

Continued on page 38

Cold stores expand

BOOM FISH

THE SECOND phase of a cold store and freezing operation has come on stream at Willand, Devon. Last month, Tempco Severnside Ltd. opened an extension to its existing cold stores which now brings refrigerated storage capacity up to 20,000 tons.

The first phase of the cold store was aimed at the dairy industry. With an eye on the big south-west mackerel season, the second phase has been geared to the needs of the fishing industry. Blast freezing equipment able to handle 40-tons a day has been installed.

Mackerel from French, Dutch and British vessels are now being handled at the cold store, and landings by foreign boats are seen as a big part of future business.

The cost of this latest expansion at Willand is £1.25m.

Inside one of the bays at the new Phase II store operated by Tempco Severnside at Willand, Devon.

ICE CREAM FIRM'S PLAN TO LICK FREEZING PROBLEM

PLANNING permission has been granted for a cold store and fish processing complex at Triggonick, near Falmouth. The site is on an industrial estate.

Behind the project is a Falmouth-based ice cream firm, Martin's Ice Cream & Dairy Products Ltd.

Sections

A 500-ton capacity cold store and a blast freezing unit capable of handling 30-tons a day will be built in sections — taking just eight weeks to erect.

Martin's are not planning to operate the cold stores, but are looking for a tenant to take over the site once construction has been completed. Already several promising contacts have been made with the fishing industry and the plan is to offer the cold store on an open-ended lease. A local fish retailing firm in Falmouth with a chain of cash-and-carry stores has shown a lot of interest in the project.

This unlikely move by an ice-cream firm into the fish business was explained by managing director Paul Martin: "As an ice cream manufacturer we don't want to get any bigger. But we have thirty years experience in the freezing business and this can be used elsewhere.

"With the build up of mackerel fishing off Cornwall, we recognise the necessity for shore-based facilities and this is what we aim to provide."

Stability

Mr. Martin added: We believe that our cold storage project will bring more stability to the fishing industry.

The cold store and blast freezing set-up will cost £160,000 to build. "The White Fish Authority has already shown a lot of interest in the project and so has the local industry," said Mr. Martin.

Big blast at Exeter

THE COLD storage and freezing problems in the south-west look like being considerably eased with the opening of extra facilities at Exeter.

Plymouth Cold Stores Ltd has extended its plant with two blast freezing units able to handle 40-tons a day.

This firm now has storage capacity for 2,000-tons of fish at Exeter and 1200-tons at Plymouth. Fish is held at -20 deg. C.

The big plus for these stores is their close proximity to the major south-west fishing ports. With the big winter season now getting underway, the stores are expecting to handle around 3,500 tons of mackerel.

Apart from mackerel, the stores also handle a considerable amount of scallops, crab and squid. Blast freezing is now available for these products outside the mackerel season.

One of the two blast freezing areas built by Plymouth Cold Stores Ltd, at Exeter, for freezing fish.

FALMOUTH FACES LIFE WITH THE FACTORY SHIPS

NOT SINCE its very beginnings as a tiny collection of fishermen's cottages in the early 17th century has Falmouth been so concerned with fish as it is this winter.

Activity in the port has rapidly increased in line with the dramatic upsurge in mackerel fishing in south-west waters in recent years.

Last season, however, a whole new dimension was introduced with the arrival of the big Eastern bloc factory ships for processing and transhipping off the port, the like of which had never been seen there before.

Their return in greater numbers this autumn, together with the anticipated arrival by Christmas of more British trawlers than ever before off Cornwall, means another winter of hectic activity afloat and ashore — plus increased opposition from various quarters.

The spin-off for Falmouth is a mini-trade boom for shops, bars, restaurants and entertainments during the seaside resort's off-season; significantly increased revenue for the port authorities and Falmouth Docks; the development and expansion of a number of small companies serving the fishing industry; a vastly different way of life for local inshore fishermen; and a stream of protests from local residents about pollution caused by noise and smell.

Last winter, when the Russians paid nearly £1,000,000 for some 3,000 tons of mackerel caught off Cornwall, trade in Falmouth is reckoned to have benefitted by around £300,000.

Boatloads of foreign factory ship crews came ashore daily and quickly established a reputation as big spenders.

Taking into account inflation and the increased number of ships, the trade spin-off for Falmouth this winter could well hit £500,000.

Last season there were, at any one time, two Russian mother ships in Falmouth Bay and up to 15 factory ships in Carrick Roads. A year later, there are five Russian mother ships in the bay and more than 20 factory ships in the roads and bay.

The scene amounts to a floating Piccadilly Circus in what is one of the world's three largest natural harbours. And it means an awful lot of extra work — and revenue — for Falmouth's harbour office, Trinity House pilots and the local shipping agencies.

For Falmouth Harbour Commissioners, for instance, the presence of the Eastern bloc vessels will probably mean an extra £10,000 in port fees this winter. And for the pilots and cutter crews, it means hardly any let-up in the workload, with a pilot required each time a factory ship moves in the harbour and bay.

On the debit side, however, the processing operations mean that, when the wind is blowing from the south or east, virtually the whole of Falmouth has to put up with an acrid smell of fish in the air.

Noise from the ships' generators can also seem particularly loud in certain weather conditions, with the loudest protests here coming from riverside residents paying high rates and having their tranquil lives disturbed.

Last winter's protests led to public meetings being held, complaints being sent to Whitehall and even the threat of court action from one riverside residents' society.

When it came to the crunch, however, the authorities reported that noise and smell from the factory ships had been found not to exceed statutory limits.

At a public meeting attended by all interested parties in June, Falmouth Harbour Master, Captain David Banks, left no-one in doubt when he declared: "This port will, of its own volition, do everything to encourage trade and the full utilisation of its waters — whether by commercial vessels or pleasure craft."

The port of Falmouth, he added, was "far too important and has far too great a potential to be sterilised because a few houses were built on its shores at a time of recession."

The scene amounts to a floating Piccadilly Circus

Now, however, the complaints are mounting again and Falmouth Port Health Officer David Rye told *Fishing News*: "I think there is going to have to be some sort of meeting between the harbour and port health authorities and the district council, now that we know what is happening this winter."

He added: "We know there is a smell all around the town from the fishing vessels, but I have not yet seen any serious discharge."

At Falmouth Docks, meanwhile, fishing vessels are occupying some of the wharfage once exclusively reserved for ship-repair activity in better times.

The entire 1,200ft. length of the Western Wharf has been given over to fish-landing, under licence to Clenham Management Ltd., the Falmouth-based fish salesmen and agents.

Here, fish is loaded direct onto rail wagons. When this operation kicked off last month, it was the first time this century that fish had been landed at the docks.

Elsewhere at Falmouth Docks other trawlers, including the Scots, are making use of berthing, fuelling and watering facilities.

Among British trawlers using Falmouth as base for the first time this winter are the *Chris Andra* and *Tails*, owned by Scotland's top fishing family, the Hull-registered *C. S. Forester*, Britain's top vessel in her class, and *Clarkwood* of Aberdeen.

Ashore, virtually the whole of the top floor of the Hotel St. Michaels, one of Falmouth's largest hotels, has been taken up by representatives of the Wet Mackerel Consortium, comprising Boyd Line, Boston Deep Sea Fisheries and Richard Irvin.

With accommodation and office facilities, including telex and ship-to-shore radio, they are using the hotel as their base for operations 24 hours a day, seven days a week.

Other developments ashore include the establishment of bases at nearby Penryn by Richard Irvin and Seabourne Electronics.

With many of the traditional distant water fishing grounds having been closed, the arrival of so many Scottish and east coast trawlers is regarded as a serious threat to the livelihoods of many local inshore fishermen.

More than anything else, they want all vessels over 80ft. to be banned from operating within six miles of the shore.

Hardly a day goes by, they say, without at least one incident being logged of either near-collision or of visiting trawlers driving down through fleets of hand-liners.

The hazard will increase, say the locals, with the arrival of reduced visibility in mid-winter and the greater number of distant water trawlers.

It is beyond dispute, Falmouth MP David Mudd has told Fisheries Minister John Silkin, that the three-mile restrictions are being ignored.

Through a combination of danger and small catches, claims Mr. Mudd, many hand-liners are now operating at uneconomic levels and could be forced out of fishing altogether.

With the larger fleets intercepting and dispersing shoals well away from the coast, only very limited quantities are reaching the grounds that the hand-liners work.

The picture has changed dramatically at Falmouth Wharves, the Falmouth base of Cornwall Fishermen Ltd., the area's biggest co-operative.

Two years ago up to 50 hook-and-liners were landing mackerel at Falmouth Wharves. Now there are none.

"They have all given up going out to look for it because there is no hook-and-line fish to catch in Falmouth Bay at this time," says David Culling, manager of CPL at Falmouth.

"The reason may be climatic, cyclic or permanent harrassment by the big boats — you just don't know."

There is currently one large mid-water trawler — *Dew-Genen-Ny* from Porthleven — daily landing about 79 tons of mackerel at Falmouth Wharves, to be joined by a similar vessel shortly.

Otherwise, there is a nucleus of around 15 boats based at Falmouth Wharves and involved in long-lining, scalloping, demersal trawling and netting.

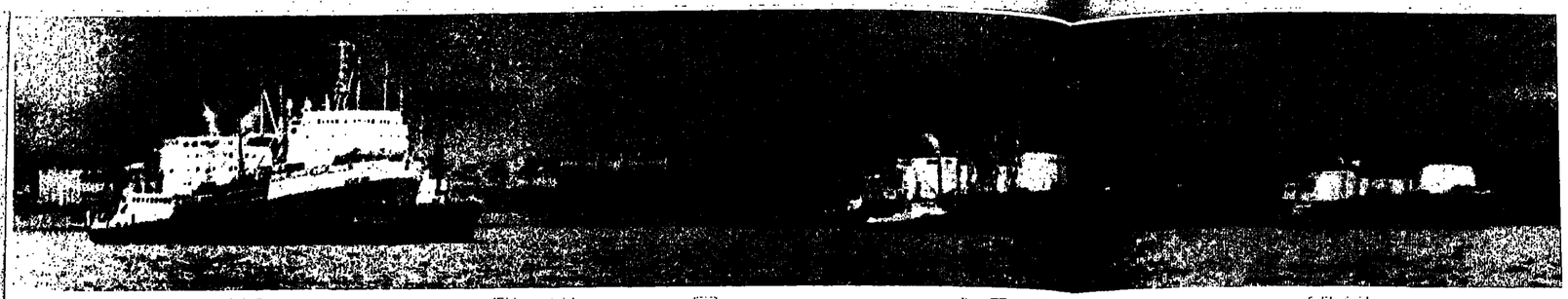
Comments Mr. Culling: "The fishery has changed quite radically. There is a very significant trend to big boats catching fish and the result seems to be that large shoals are being consistently harrassed and broken up into smaller shoals, which are much more on the move."

On the "klondyking" operations off Falmouth, he says: "I think the local fishermen are resigned to the fact that it is here and probably here to stay until the mackerel have been largely exhausted.

"They are not happy about the situation, but they are aware that it is basically politically motivated and that as far as the Government is concerned the livelihoods of a few hundred Cornish fishermen don't seem to matter so much.

"I think the local hand-line fleet generally respects the Scottish and East coast fishermen. They are aware that they have got to make a living and that, if they can't go to Iceland or catch herring, they have got to be allowed to fish the south west mackerel stock it that is the only fishery left."

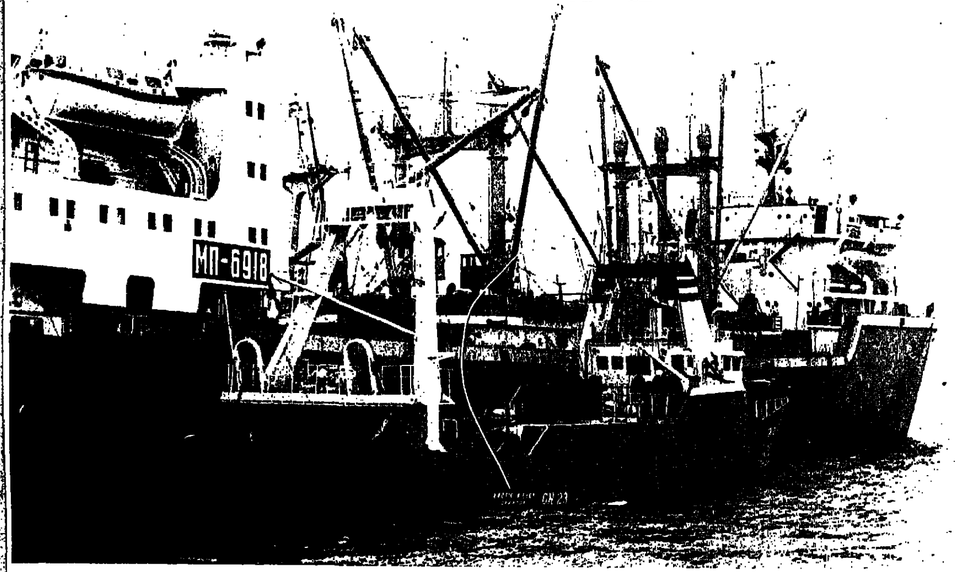
Transhipping



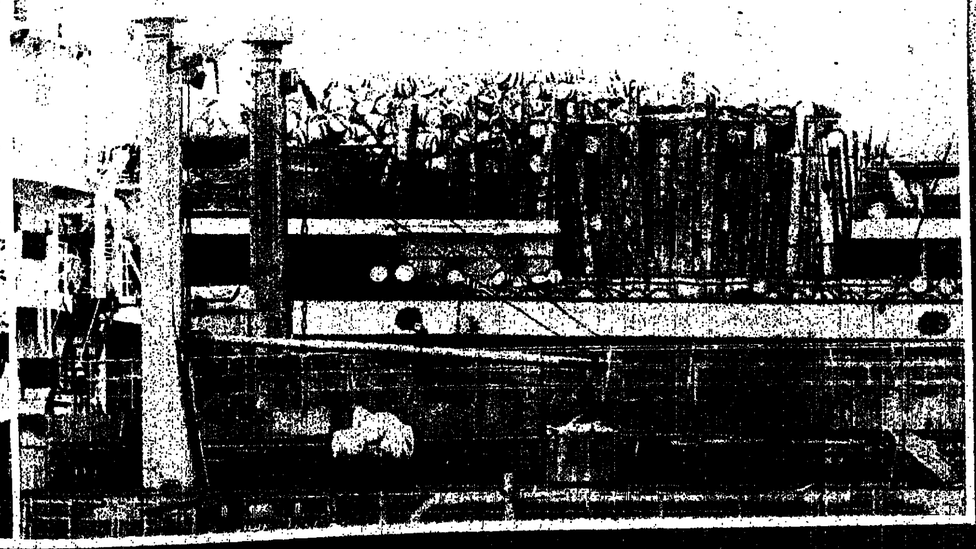
Transhipping off Falmouth

Above: Falmouth's holiday seafront takes on an industrial look as factory ships gather a mile offshore. Below: With her stern ramp well down in the water, *Arctic Riever* lands off to the Russian factory ship *Antarktika*.

Right: A three-way operation as *Arctic Riever* puts her catch aboard the Russian factory ship *Antarktika*, which has the carrier *Viktor Lyagin* alongside. Below: Scottish purser *Cavalleria V* leaving a Polish factory ship after transhipping her catch.



Bottom left: A perfect set for transhipping as a Scottish purser discharges into a factory ship. Below: The Fleetwood stern trawler *Jacinta* alongside the Polish factory ship *Finwal*. Right: A Russian factory ship crew at tight with barrels ready for salting mackerel.



SHELLFISH RESOURCES

Article by ERIC EDWARDS, Fisheries Lab., Burnham - on - Crouch

Expansion will depend on new markets

SHELLFISHING is a major industry in south-west England and in recent years shellfish landings from this region have exceeded those from all other coastal areas of England and Wales. In 1977 crabs, lobsters, crawfish, escallops and oysters caught in waters around the south-west had a first-sale value of £3½m., representing about one third of the value of all shellfish landed in England and Wales. The 1978 catch is expected to exceed this figure.

The shellfish boats of the large fleet operating from the numerous ports in the area range from small potters, working from coves such as Cadgwith, Coverack and Port Isaac, to the 100 ft. escallop dredgers from Brixham and Newlyn. The fishing grounds extend from Lyme Bay in the east, around Lands End and up the north coast of Cornwall into the Bristol Channel, sometimes as far as 25 miles offshore.

In view of the importance of shellfish in the south-west this article has been written to provide background to the different fisheries in the area and to consider briefly the state of the various stocks.

THE TWO most valuable species of shellfish taken in south-west England are crabs and escallops. In 1977 crabs held the premier position with a catch of 4,000 tons, valued at over £1¼m. The main crab ports are in Devon and in 1977 the weight of crabs landed at Plymouth, Salcombe, Brixham and Kingswear (River Dart) represented over half of the catch for the whole of England and Wales.

There is also a major escallop fishery in the area — it started to boom only in 1975 but by 1977 had already topped the £1m. mark. During 1978 the fishery has continued to expand, especially at Plymouth, and it is likely that this year the catch will be worth over £2m.

Plymouth, Newlyn and Brixham are the main escallop ports. At Plymouth this year about 50 boats have landed scallops from fishing grounds around the Eddystone Light, off Rame Head and even as far afield as the Scilly Isles and the Wolf Rock grounds.

As the market for escallops has been developed so has the size of the vessels fishing them increased and new offshore grounds have been sought. One productive area found in 1976 is south of the Wolf Rock, beyond Lands End. This offshore ground has been fished by large vessels from Newlyn and Plymouth, which as a result have made substantial catches and high trip grossings.

More recently the discovery of big beds of escallops off the Isles of Scilly has further boosted landings and attracted to Cornwall vessels from other south coast ports and as far afield as the Isle of Man and Scotland.

Crab stocks worry

Devon and Cornish crabs are renowned for their size, quality and flavour. Despite this, during periods of peak landings in the autumn, glut conditions have sometimes prevailed and catches have remained unsold or have fetched a low price.

It is encouraging that in the last few years markets have improved, partly because of better export outlets, and the situation has become more stable with some increase in crab prices for local fishermen.

There are fears, however, that the south-west crab stocks are being overfished. In the 1960s the fishery was concentrated within 6-8 miles of the coast, although some of the more adventurous fishermen set their gear up to 12 miles offshore. As inshore crab catches declined there was a gradual tendency to set pots further offshore in an attempt to take [illegible] to meet the costs of bigger and better equipped boats.

Grounds 25-40 miles offshore in the middle of the English Channel, are now regular crabbing grounds and potters, some with boats only 35 to 40 ft. in length, work them succesafully. There are, however, problems on the grounds off Start Point where pots are often damaged by French trawlers.

The main Devon crab season extends from August to November and catches during this period are mainly composed of female "hen" crabs. These are large mature hens with developing or well-developed ovaries ("coral") and are caught on spawning grounds in the deeper water. During these months Devon boats frequently catch one ton of crabs per boat per day and on several occasions boats landed more than two tons a day.

Staff from the Ministry of Agriculture, Fisheries and Food, Fisheries Laboratory, Burnham-on-Crouch have studied the south-west crab fishery to determine whether the present conservation measures are adequate.

At present, management of the fishery is based on a minimum landing size of 4¼ inches (115 mm) and a prohibition on the landing of "berried" (egg carrying) or recently moulted (soft shelled) crabs.

After intensive studies, which included tagging experiments to establish growth rates and migration patterns, it has been possible to make a full assessment of the state of this important fishery. There is no question that the rapid expansion in the exploitation of crabs off the south-west coast gives cause for concern. Although catch rates have been fairly stable in recent years it is unlikely that many of the local crab grounds, including those off Start Point, could sustain any further increase in fishing effort.

Tagging experiments have shown that male crabs grow faster than female crabs and that a migration of females occurs mainly in a westerly direction down the English Channel.

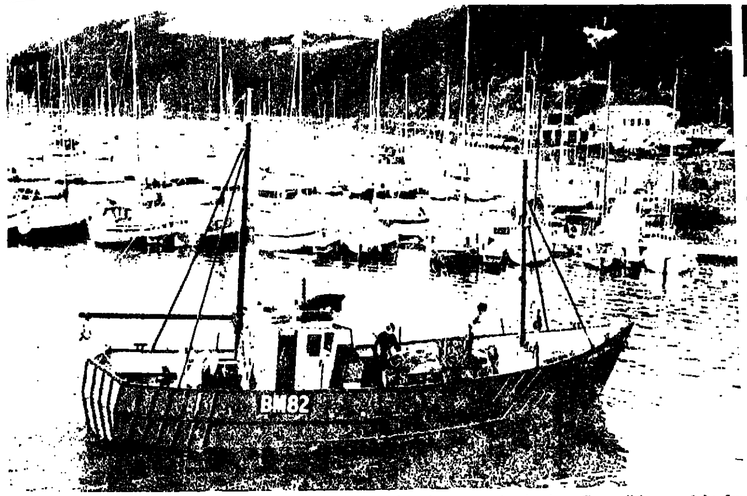
The results of this survey indicate that the minimum legal size for crabs in the south-west should be raised substantially and that male crabs should be subject to a larger minimum landing size than female crabs.

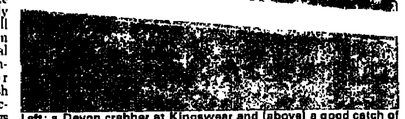
Spider Crabs

Stocks of the spiny spider crab are very abundant around the coasts of Devon and Cornwall and inshore grounds exist where large catches can be taken during the summer months.

Despite the fact that markets have been located in France and Spain with consequent increase in demand for "spiders" in the area, the full potential of this resource is not yet being fully utilised. There have been considerable transport problems.

Below: one of the specially equipped vivier lorries which transport the shellfish to Spain.





Left: a Devon crabber at Kingswear and (above) a good catch of spider crabs which are abundant around the Devon and Cornwall coasts.

The continental market requires that these crabs are exported alive and this can be done only by means of well-boats or specially-equipped vivier trucks fitted with seawater tanks. So far the continental demand has been satisfied by spider crabs caught off the Channel Islands and Devon and Dorset. This means that fishermen in the south-west, particularly Cornwall, cannot find a ready market. However some fishermen at Plymouth and Salcombe have benefited from this new venture and around 50 tons of spiders caught off Devon have been exported to France this year. The price paid for these crabs has been a useful bonus to local fishermen at a time of year when catches of ordinary crabs are low.

An improved marketing situation could alter the picture and spider crabs could become a considerable earner for south-west potters in future years.

Declining fisheries

Despite the fact that the escallop and crab fisheries are booming, certain shellfisheries in south-west England are not doing so well. Lobster catches have declined steadily in some areas during the past decade and the fishery is now at a low level.

Fishermen blame the decline on the continuing increase in the number of pots fished for lobsters. Good lobster grounds are not extensive in the region and heavy fishing has reduced stocks on many grounds. Boats of 30 ft. in length now often work up to 400 pots to try to maintain economic catch rates.

The most important lobster grounds are now on the north coast of Cornwall and in recent years good landings have been made at the small ports of Padstow, Port Isaac and Boscastle, where over half the region's lobster catch is landed.

Even so, lobster stocks here are under pressure following a steady increase in fishing effort.

Cornwall is one of the few areas in Britain where crawfish are caught. The most productive grounds are west of a line drawn from Lizard Head and Padstow. Despite the fact that crawfish are only caught in a relatively small area of this coast, they form an important part of the local fishing economy with an annual catch worth over £120,000. The main crawfish season is from June to October, with the best landings usually occurring in late August and September.

Crawfish

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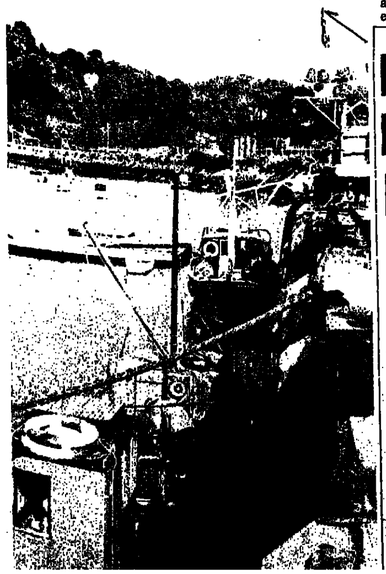

SHELLFISH

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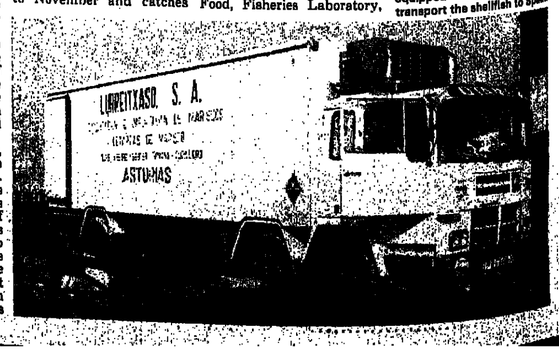

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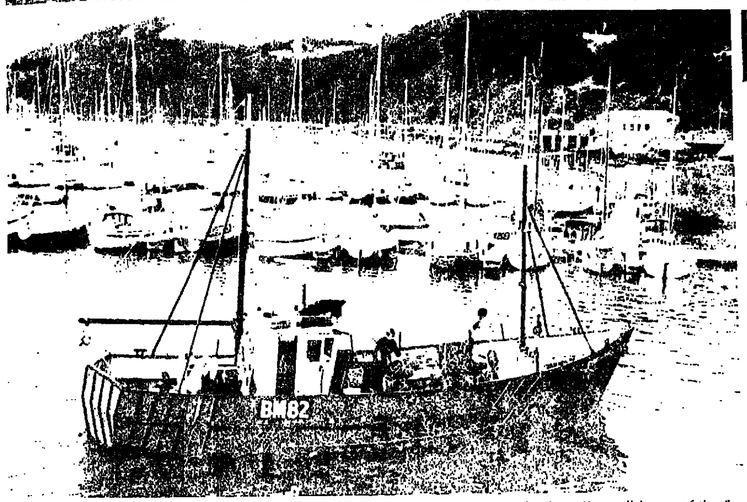
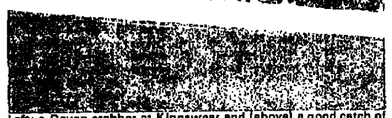
RESOURCES

Article by ERIC EDWARDS, Fisheries Lab., Burnham - on - Crouch





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SHELLFISH RESOURCES

Above: a large scallop dredger at Plymouth. Below: an ink-well pot being hauled up. They are used to catch the lobsters and crabs of which samples are caught by MAFF divers (bottom).

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depends upon recruitment from other areas and landings may either rise or fall depending upon the level of migration onto the local fishing grounds.

For years crawfish were taken in pots — either the traditional Cornish ink-well pot or the barrel-shaped French pot. In 1963 professional diving for crawfish started and built up to about 33 divers in 1969. Although their activity was limited to depths of less than 120 ft. their operations caused considerable concern to the pot fishermen who opposed fishing by diving.

Today there are few divers fishing for crawfish off Cornwall; as shallow inshore waters around Cornwall have become so denuded of crawfish that a worthwhile living cannot be made there now either by diver or potter. Most crawfish are now caught in tangle nets and most of the grounds are up to 20 miles offshore.

The main ports are Newlyn, St. Ives and Hayle, and the crawfish are exported alive in France.

Many of the river estuaries in the south-west are suitable for native oyster cultivation but, due to the lack of supply of seed in the past, few are fully utilised. Since seed oysters have in recent years become available from British commercial hatcheries there has been some interest in reviving oyster culture in areas where oysters have not been grown for many years.

Considerable efforts have been made with growing the Pacific oyster *(Crassostrea gigas)* and where outlets have been developed locally market acceptance has been good.

Natural oyster beds also exist in Cornwall, the main centres being the Truro fishery in the River Fal and the well known Helford River, which produces the delicious Helford oysters.

The Truro fishery is a public fishery which is carefully managed by the local district council. Regulations include banning of powered boats for dredging and prohibiting the removal of oysters less than 2¾ inches. This fishery is entirely dependent on natural spatfalls and the success of these varies from year to year.

In 1976 a substantial spatfall occurred which has provided good stocks for the last two seasons. A recent MAFF survey in September 1978 indicated that, following the cold summer, growth of oysters had been poor this year; in addition there had, for the second consecutive year, been no spatfall this summer. Fishermen have been warned that, although stocks at present appear to be plentiful, unless the official ring size is strictly observed catches during the seasons to come could rapidly decline.

Future prospects

At present the production of shellfish in the south-west is at a high-level, what has the future to offer?

It has been stated already that, although the Devon oyster catch could remain at a high level for some years to come, any further increase in exploitation is unlikely to result in higher yields.

Cornish crab stocks appear abundant but, if the present high demand continues, catch rates on some grounds could fall.

Spider crabs offer considerable scope for development and the large size and excellent quality of this species caught off Devon and Cornwall could ensure a good demand from the Continent. Before this new opportunity can develop however, extra market outlets are required abroad plus an improvement in transport facilities.

The boom in escallops is expected to continue, although catch rates could decline on some grounds. Even so it is expected that new escallop beds will be located in the western Channel and the future of this fishery seems buoyant.

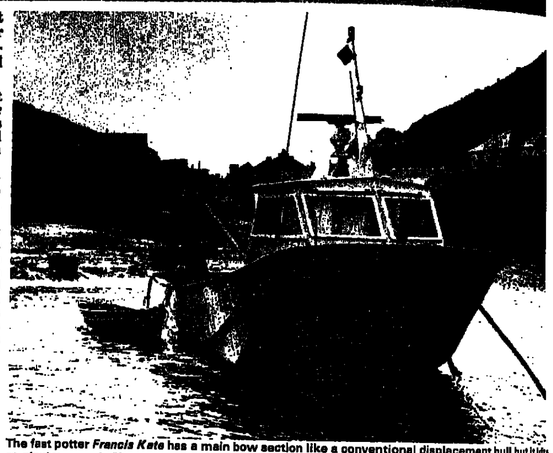
Lobster and crawfish landings are not expected to rise, but oyster production could be increased, particularly if the trade in Pacific oysters can be expanded.

Marketing holds the key to the future of the south-west shellfisheries. Local merchants are already realising that there is a considerable demand for Devon and Cornish shellfish on the Continent and elsewhere.

The opening of the Plymouth to Roscoff ferry has opened a new way to the Continent which allows high quality shellfish to be transported rapidly to a population which appreciates and is willing to pay high prices for its gourmet foods.

Below: a close-up of the spider crab — it can offer so much potential for south-west fishermen.

Above: many of the shellfish vessels landing at Plymouth, which is a major south-west shellfish port, where they are later packed into large holders (below).



The fast potter *Francis Kate* has a main bow section like a conventional displacement hull but it lifts at planing speed. She cruises to the grounds at 18 knots.

— Port Isaac potter shoots at 12 knots

WHEN A boat is right for the job except for being too small the obvious answer is to build a bigger version.

This is how the 38ft. fast potting dory *Francis Kate* came to be built earlier this year to fish the Lundy Island grounds off the north Devon coast.

She is a twin-engine planing boat capable of over 25 knots with a draft of just 1ft. 6in.

The boat is specially designed for potting and has many advantages for the job — speed, stability and high carrying capacity, combined with the ability to work from a harbour that dries out. This is the key to her success fishing the Lundy grounds from Port Isaac since her launch last May.

Pressed

She is owned by local brothers Jack and Peter Rowe and was built in a barn. The glassfibre boat took her builder Rod Baker nine months to complete, single-handed, including the design work.

The idea for the boat came from Jack Rowe while he was operating a Dell Quay 17ft. 6in. dory from Port Isaac. He pressed the boat hard for many seasons, but according to Rod Baker the floor kept collapsing and the craft just wasn't big enough for the job.

Even when a Q22 dory came to the area and proved a success because of her range and low operating costs, Jack Rowe thought this was not the complete answer. So he decided to go the whole way and have a 38-footer built and went into partnership with his brother, Peter, who was then a part-time fisherman, newsagent and harbour master.

They approached Rod Baker, who had repaired the dory, to build the boat and he completed the design to their requirements. Two weeks after initial talks the design came off the drawing board and, said Rod Baker, few changes were made.

Francis Kate has been designed with a large bow section to prevent her burying her head when going down a wave in following seas.

Since May she has been in waves "as big as houses", her owners say, and the hull form acts like a massive surf board — zooming her down waves at up to 40 knots.

The boat "skips" over the top of 3ft. waves and cruises at 3,000 rpm, which is 18 knots, leaving a lot of revs in hand so as to give her twin Volvo engines a long life.

She planes with a full load of pots aboard, yet acts like a conventional boat at slow speeds and can still manage 12 knots in hefty seas, according to her skipper.

"She is an excellent sea boat, with more of a movement than a roll — a stable working platform," Skipper Rowe told *Fishing News*. He didn't feel it was a gamble to build this type of boat.

Barn

There were no problems in building a long dory, but Rod Baker did not have a suitable shed. So he used a barn owned by a friend, David Phelps, and soon work got underway.

C-Flex, the patented American-made flexible plank, was used to mould the 14ft. beam by 18in. deep hull as only a wooden framework is needed instead of an expensive mould. It also allows hull shapes to be followed fairly easily. C-Flex comes in strips 1ft. wide and 200ft. long. The hull form was then built up using wooden ribs and the 'planks' stapled on.

This structure was reinforced with Fab Mat, a high-performance woven roving cloth which combines strength with light weight — a critical factor when building fast boats. The woodwork was then taken away.

Transverse bulkheads are built in to the hull every 4ft. from stern to bow, with inspection hatches cut in each one just big enough to crawl through. Buoyancy tanks are also built into the hull below deck for the full length of the sides.

The fuel tanks are constructed of GRP and they were built into the hull before the deck was fitted. The fin marine ply deck is sealed with 6oz./ft² woven cloth and given a non-slip finish.

One interesting feature of the hull is that no holes were drilled during construction. Bilge pumps discharge

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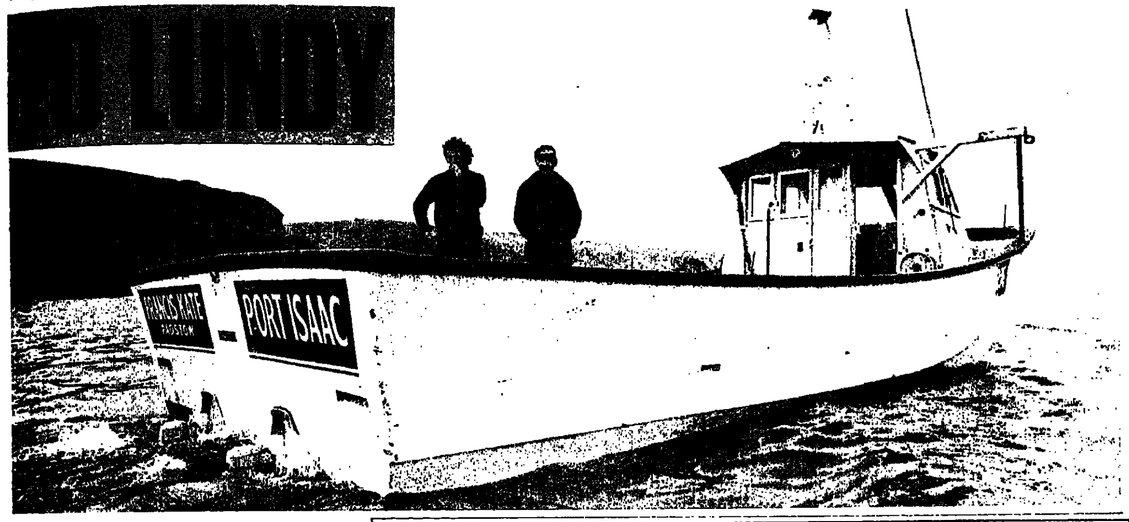
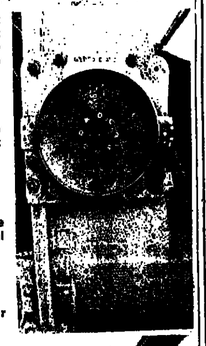
Below: the builder and owners of *Francis Kate*. Left to right are: Jack Rowe, Rod Baker and Peter Rowe.

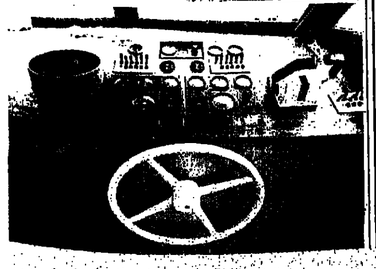


Top: *Francis Kate* off the coast at Port Isaac, her home port which is a dry harbour. The two outdrives for the Volvo main engines are seen aft.



Above: the boat was built in this barn, as Rod Baker didn't have a shed large enough.

Right: her one-tonne Hydroslave pot hauler is a real winner.



Below: controls in her wheelhouse.

BRIXHAM —the cradle of trawling

TOM WOOD looks back to the days when the Brixham fleet sparked off a trawling revolution along the east and west coasts of England.

FOR generations the main English trawling industry has undergone a kind of anti-clockwise movement of men and vessels around the coast—a strange process of prosperity usually followed by obscurity during which most of the major centres of their time have been shifted from the West Country along the Channel to the east coast.

From Penzance to Portsmouth and Brighton to Broadstairs, quays and creeks lie idle with only the occasional reminder of heydays long past, and to suggest that Barking on the Thames was once the headquarters of the largest fleet of sailing trawlers in the world — as indeed it was — sounds preposterous. Today the wheel has turned full circle.

The decline in deepsea trawling from all the east coast ports has generated a whole new industry based on the winter mackerel fishing off the Westcountry shores, and the modern fleets of vessels taking part have now returned to what was almost certainly the very cradle of the British trawling industry.

This, then, is a backward look at those pioneering days of the trawling industry, well over a century ago, when a few stout-hearted Devonshire men, mostly from Brixham, set sail in their tiny wooden sailing trawlers for fresh grounds and waters anew. They were faltering steps at first, but eventually they blazed a trail into the North Sea and it was largely through their efforts that important trawling ports such as Grimsby, Hull and Lowestoft gained world-wide recognition.

Origins

The exact history of trawling is lost in the mists of antiquity and the first episodes must be qualified with probability. Its origins appear to be completely unknown, but if they were true to tradition primitive trawls were brought to these shores by Roman centurians. The otter trawl, with its kite-like trawl doors, was not invented until the mid 1890's and was never successfully applied to sailing trawlers and it was the unwieldy beam trawl on which the story is based.

There are few records to indicate when the beam was first added to the trawl to keep the mouth open. In 1376 a crude beam called a "Wondyrechoun" was the subject of a Commons petition from Essex fishermen to Edward III.

From its description it evidently caused quite a stir: "By which instrument the fishermen take such quantities of small fish that they do not know what to do with them, and that they feed and fat their pigs with them, to the great damage of the common of the realm and the destruction of the fisheries and they pray in remedy."

What action the Commissioners took is anyone's guess, but the trawl was recorded as being three fathoms long and "ten men's feet" wide and fixed to a beam ten feet long raised off the sea bed with frames at either end "like a colerake."

This gear, with meshes "two thumbs" wide, almost certainly fell into disuse. To drag such equipment over the smoothest of grounds called for a technology in boat building and sail rigging which these medieval fishermen, quite frankly, did not possess.

Drift nets and the seine, together with the basic hand line were to dominate events, such as they were, for the next 400 years. Nevertheless, here and there, beam trawls kept cropping up, usually in conflict with authority.

Early drawings of trawl nets, head irons and beams appeared on State papers of the early Stuart kings and efforts by Charles I to ban the "traul net" did not deter the Barking fishermen and supplies of turbot and soles for the London markets never seemed to falter.

In 1750 a pair of stirrup head irons, or "troylheads", weighed a reported 132 lbs and, with a 4½ inch warp, the Barking men were probably using a beam about 20 feet long. Nor were the Brixham men inactive and in 1525 they were bringing up such large objects from the floor of Torbay that they were almost certainly using the beam trawl. Clearly they were, a century later, when Brixham caught soles were on sale in Exeter at a shilling a pair.

Credit

Adoption of the fore-and-aft sloop rig used by the Dutch, in the seventeenth and eighteenth centuries, provided much needed extra speed and once mastered the beam trawl no longer presented any real towage difficulties. By the mid 1700's there is ample evidence of its wide acceptance by both the Devonshire fishermen working in the Channel and the Barking men off the Thames estuary. Both centres have laid claims as the first to successfully use beam trawls, but the consensus of opinion among historians is to credit its widespread use to the Devonshire port somewhere around 1750.

What makes Brixham unique is that unbroken record of being a fishing port of standing, outside the needs for local sustenance, from the Norman conquest and possibly for centuries before. By 1200 Brixham fishermen were supplying large quantities of fish to religious organisations in the locality and before 1300 their tiny herring luggers had already sailed up the Channel and were active in the annual Yarmouth Herring Fair as well as working off the south-west for herring which they dried.

Pirates

These hazardous trips ended in 1761 for the small open boats often fell prey to pirates and this is a further pointer to the acceptance of the beam trawler supplying prime fish to the wealthy markets at Bath, Bristol and Exeter.

In 1588 the captured Spanish Armada galleon *Nostra Senora Del Rosarino* was entrusted to a group of eight Brixham fishing vessels which towed the prize from Torbay to Dartmouth, and when William of Orange arrived off Brixham in 1688 history relates, somewhat shakily, that it was Peter Varwell, a local fisherman, who carried "Dutch William" ashore.

Be that as it may William is supposed to have dined off Buckthorn (usually dried whiting), and although this is probably inaccurate it highlights the venturesome nature of Brixham men who had already settled in Newfoundland and Labrador and were trading dried fish in a triangular trading arrangement with Africa and the Mediterranean for general cargoes and fruit.

Additionally there was also a thriving pilchard fishery and in 1535 the fish tithe for Brixham (£41) was greater than those of all the other Devonshire ports combined.

In 1785 over 400 fishermen manned 76 decked trawlers working from Brixham. These bluff, stout little wooden craft, sloop rigged fore-and-aft with a single mast and invariably no larger than 35 or 40 ft. overall with dark red head sails, ranged up and down the Channel ever probing new territory.

Markets

Favourite grounds were to be found off Varne, opposite Hastings and on the Ridge Banks in the Channel where turbot and soles abounded. They extended their markets to London by running into Portsmouth. Here the fish was "posted" by special horse vans, called trawl carts, and rushed at speed along the 72 miles of turnpike roads to the capital. The journey usually took about 12 hours and involved upwards of 10 changes and 40 to 50 different horses to get the van up.

To the west, Brixham trawlers worked northwards off the Skerries and in the Bristol Channel. In those days, and indeed well into the twentieth century, fish were divided into "prime" and "offal". The former included soles, turbot, halibut and brill and through much of the nineteenth century these were the only saleable fish apart from cod and a few plaice.

It is indeed a sobering thought that many millions of tons of "offal", including much cod and plaice together with all haddock (no quotas in those days!) were shovelled back to rot into the seas from whence they came.

Eventually this practice ceased with better inland communications and the use of the well-vessel, bringing its cod and plaice back to port alive, created the beginnings of the vigorous market for these fish we have today.

By 1870 Brixham trawlers had begun to explore the North Sea and were off the coast of Yorkshire. But the Napoleonic wars, at the end of the century, curtailed further exploration and numbers of Brixham trawlers which ventured far from home were captured by the French and their crews imprisoned, often suffering terrible deprivations.

Many sloops doubled up their crews to eight men, but they were still no match for an armed French privateer and fishing generally was restricted to the Brixham grounds by Start Point and off Berry Head.

In the summer a few vessels went west to work out of Tenby and Dublin.

By 1800, with the trawlers confined to the local grounds, Brixham had the finest fish market south of London. As the war dragged on the grounds were overfished and it was only the shortage of fish which kept the markets competitive. When peace was restored in 1815, fish were once more brought in from further afield and the markets collapsed.

With their eyes firmly fixed on the hungry London markets the Brixham trawlers moved up Channel again. In 1812 six sloops had stolen up to Dover and did well on the Varne and in Rye Bay in the Autumn, but the harbour facilities there were very poor and by 1820 the autumn boats were on the move again.

This time it was Ramsgate with its fine harbour, still under construction then, which became their new headquarters. It was also building up a reputation as a watering place for the gentry and so presented a ready market.

Exploration

Ramsgate was one of the first ports where the Brixham fishermen settled on a permanent basis and it was the ideal springboard for exploration in the North Sea.

By 1822 they were off the Yorkshire coast again and by 1833 had dragged their beams as far as Aberdeen. The Scots, with their loathing of the trawl, gave them short shrift when they tried to sell their fish and it is questionable if they ever ventured so far north again.

The cod's head and mackerel tail design of sloop (all Brixham trawlers, irrespective of rig, were colloquially termed 'sloop') was still very popular and it

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Brixham crews ashore at Tenby beside a typical fishing cottage. These were rented by Brixham fishermen as they moved up the coast.

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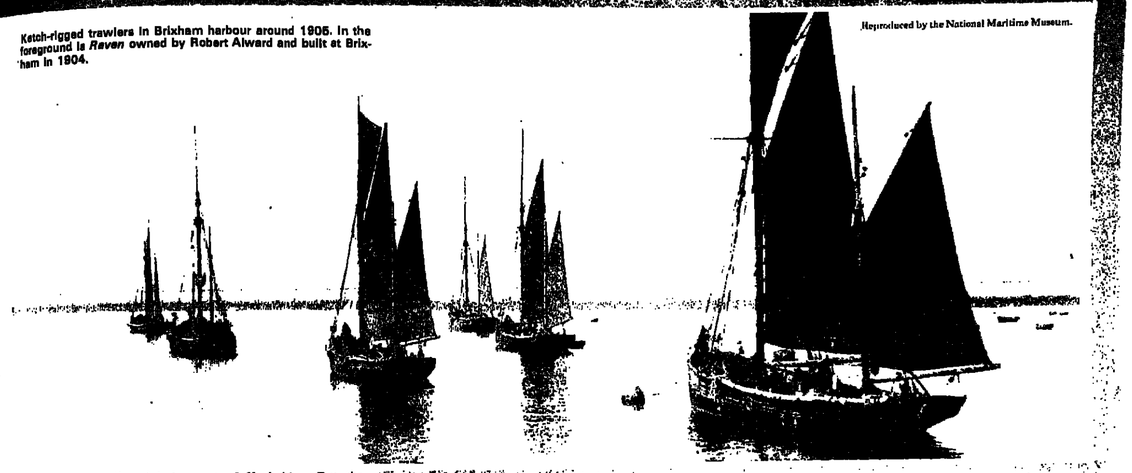

Ketch-rigged trawlers in Brixham harbour around 1905. In the foreground is *Raven* owned by Robert Alward and built at Brixham in 1904.

Reproduced by the National Maritime Museum.

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was unusual to find a Brixham smack not cutter-rigged with two head sails, a topsail and sometimes a fidded topmast giving the lofty rig which was such a characteristic of Brixham trawlers.

These annual migrations to ports like Ramsgate involved families and household goods, with the skippers taking over rented accommodation ashore for their families. Because of the problems of getting fish back to port in a saleable condition during the hot summers, especially if they were working in and out of Billingsgate, these annual migrations took place through the winter with the trawlers leaving Brixham in October and returning the following May.

Prime

The Brixham men discovered excellent turbot and brill fishing on the Sandettie, or New Bank, the Falls and New Foreland grounds in October and November and often took as many as 300 fish on one tide. The markets for prime fish were very reliable with turbot, sometimes as large as 16 lbs. making £3 to £3.10s per score at London. Offal still proved difficult to sell. In 1825 plaice (still classed as offal) "fresh and good" made only five shillings "the hundred of 6 score" and often could not be sold at all for want of buyers and transport inland, even to the hungry mouths of London's east end. Alward tells us that finally the French came to the rescue and their carriers from Boulogne and Dunkirk bought up the surplus "which greatly improved the fishermen's conditions."

Ramsgate received its first permanent settlement of Brixham trawlermen in the 1820's. Fishing on their traditional Channel grounds was on the wane — so much so that an inquiry into the decline of the Channel fisheries was set up in 1833 — and pioneers like the Gidley Knott, Toozes, Vivian, Moxey, Bates, Fellowes, Brusey, Whiteway and Putt families probably settled, albeit temporarily in Kent.

This nucleus of Devonshire men continued to be reinforced by their migratory brothers and by 1830 at least 70 Brixham sloops were fishing through the winter mostly from Ramsgate. In the summer the highly fashionable port of Scarborough offered ready markets for soles and turbot *as did the wealthy merchants* at Hull.

In general the Brixham trawlermen were hardy, thrifty types, many God-fearing men who would never fish on Sundays, and they were as hard and rugged as the cliffs along the Devonshire coast. They had a reputation as fine seamen who preferred working in a bit of a "blow" to more moderate conditions.

The heavy oak hulls of their vessels were very deceptive and gave only the vaguest hint of the fine lines, characterised by a good sheer forward and spring aft, which made them such speed mechants in the endless struggle to get their fish to market at its best.

They were fine sea boats and it was very much the exception rather than the rule for a smack to founder through foul weather, but the story of the Devonshire smackbuilders is one which must wait for another time.

However mention must be made of such renowned Brixham builders as J. W. & A. Upham, John & Daniel Dawdney, W. Furneaux and William Osborne who churned out scores of magnificent vessels, many to the order of other ports, well into the twentieth century.

The trawlerman's worst enemy was the sudden gale. In those days getting in the 30 ft. beam trawl without any mechanical aids at all could take up to three hours non-stop work by the 4 or 5-man crew.

It was tedious, crude and primitive business using a horizontal winch fixed in the bows — Brixham craft always carried their beam on the port side and worked the warp out over a stem roller — rather like winding string on to a pencil on a massive scale.

The arrival of the mechanical capstan in the 1860's and the steam powered capstan a decade later sped up the process to a half-hour at the outside. The manilla warps could run up to 8 in. in diameter and were well over one hundred fathoms in length.

'Their worst enemy was sudden gales — it was a tedious, crude business'

The extension of the Devonshire fishing effort into the North Sea, "where most soles died of old age" could have caused trouble with the Barking fishermen, especially as hitherto the London markets, apart from the odd Dutchman, had been very much in their pockets, but when they did meet it was always in a very amicable manner.

In 1833 over 133 trawlers, manned by 900 men and boys, working from Barking in vessels ranging from 40 to 60 tons and averaging 50 feet in length. Many of the smacks were well vessels which worked off the Norfolk and Lincolnshire coasts during the winter on month-long trips, often landing live fish at Harwich, or Yarmouth for "posting" to Billingsgate.

In the summer these Thames fishermen worked the estuary grounds off Margate and especially Sole Bay, just north of the mouth. Gradually these grounds yielded less and the Barking men began pushing east along the coast of Belgium to the Hook of Holland.

Before 1830 the Devonshire trawlerman never ventured east of the Galloper, but shortly after this date a chance voyage discovered the Eastern Deeps, where soles lay in such quantity that hauls had to be limited to three hours, least the weight *of fish burst the net.* Both Brixham and Barking smacks were now working right up to their fullest limits and any sort of adverse weather on the return trip frequently meant the catch had to be dumped.

Largely through the efforts of Samuel Hewitt, the Barking vessels began a system of pooling their daily catches and sending off one or two vessels in rotation to Billingsgate.

By 1840 specially swift cutters had been introduced to ferry supplies of food and fresh water out and fish back so that it reached London in the choicest condition. This was the birth of "fleeting," with smacks at sea for six to eight weeks.

Fixed

The Thames trawlermen were paid on a fixed wage system, but the Devon men always worked on a share system and thus "fleeting" did not readily appeal to them. In its heyday Barking boasted fleets belonging to Morgan, Reed, Forge, Leleu, Shuckford and the famous Hewitt's "Short Blue," which rarely ventured north of latitude 52°.

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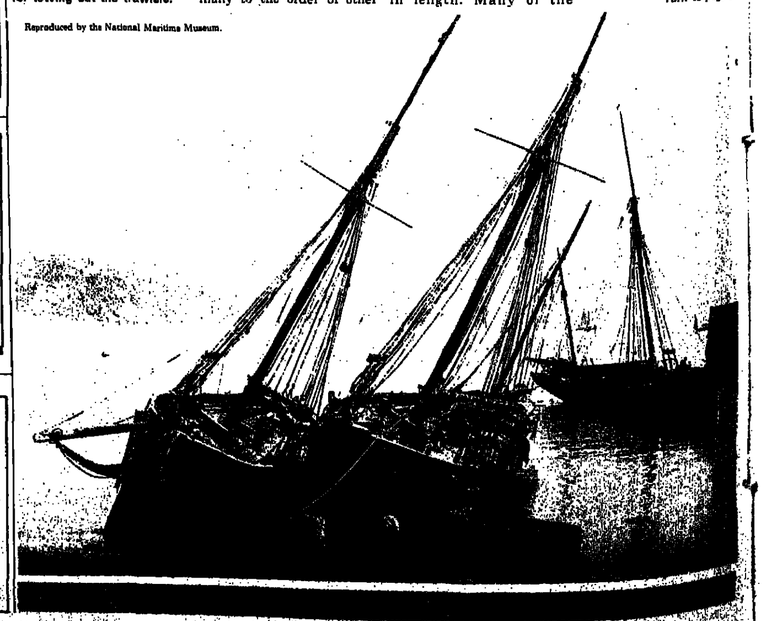

Brixham trawlers at Hull around 1890. In the foreground *Judith* and *Mary Ann* have their bow-sprits rigged to ease congestion in the harbour. Behind the jetty is the steam tug used for towing out the trawlers.

Brixham trawlers smack-rigged at Tenby, on the Welsh coast, around 1870. Mumbles oyster skiffs in the foreground. The deserted boats suggest a weekend break when crews take a steam to Ilfracombe and then a train home to Brixham.

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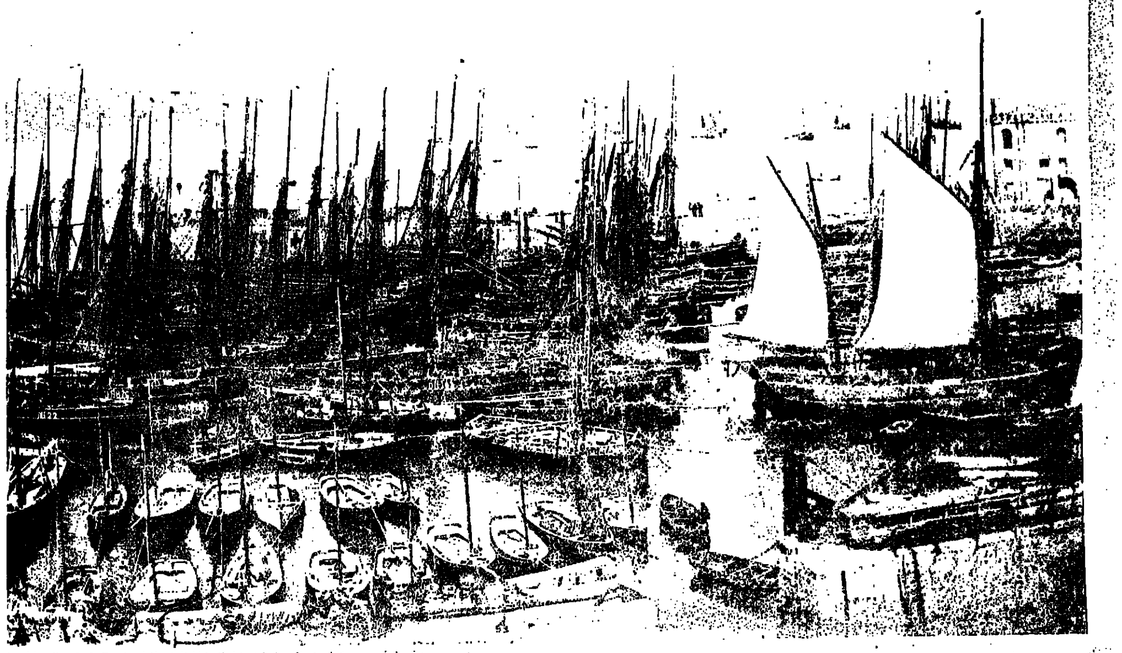

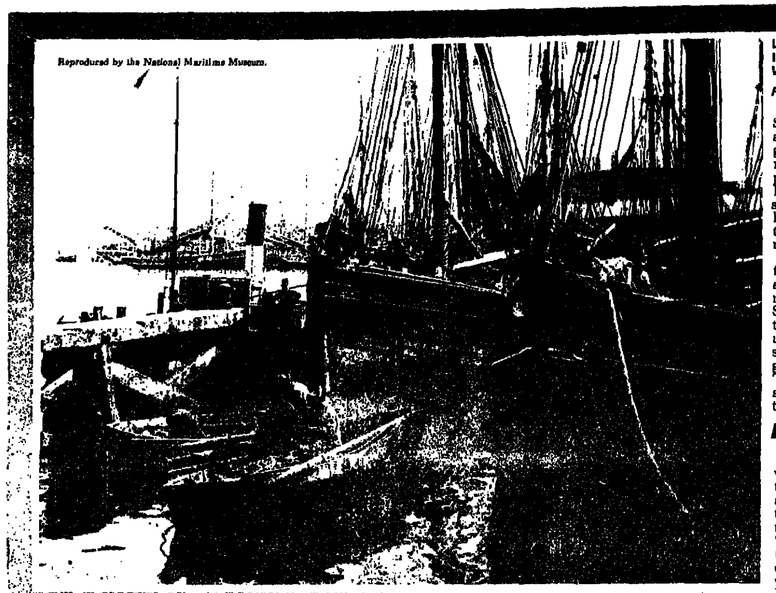

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Left: Brixham smacks beached for hull inspection around 1890. In the background is *Thistle* (DH 235) and in the foreground *Vulture* (DH 270).

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In 1844 the resourceful Samuel Hewitt introduced ice as a preservative and this gave the old fleets even more range. It was natural ice produced by flooding the Essex marshes in winter and stored in specially built ice houses in sufficient quantity to last from one winter to the next.

Meantime the Brixham fishermen maintained their annual migrations northwards into the North Sea. Before them lay thousands of square miles of uncharted seas, including some of the finest fishing grounds around our shores. They navigated by the sun and stars and by the use of the old lead line and tallow.

Primitive

When the gear was down it was not unusual for a skipper to grip the warp with his teeth as the most reliable guide to the quantity of fish in his nets. With such primitive "equipment" they could find their way around without charts, and in many cases when the first chart of the North Sea was produced in 1847 it was lost on many a skipper as most could neither read nor write.

In the 1830's and 1840's a summer fishery was established off the Yorkshire coast based on Hull and Scarborough. Some tremendous catches were made as the smacks worked over virgin grounds culminating, accidentally, in the discovery of the Silver Pits. It was the fuse which triggered off the massive development of major centres like Hull and Grimsby.

Unfortunately there are several different versions of the actual discovery and priority to this claim has been made by at least four different skippers, all save one Brixham men.

The most feasible is the account credited to William Sudds in his 29-ton Brixham-built smack *Betsey*.

Sudds apparently got caught late on in 1843 by a gale some 40 miles to sea. He had been fishing with three other Brixham vessels when the north-westerly gale caught them and with his gear out he hove-to to ride it out. Unable to lift his gear until the weather faired away Sudds found the trawl had been torn away save for a narrow strip of net along the beam where many fine soles were tangled.

Sudds reasoned he had been blown across a ground where these fine fish lay in abundance. By skilful use of the lead line and by making allowances for the buffeting *Betsey* had taken Sudds persistence paid off and he found the Silver Pits.

There, myriads of fine soles had been driven by the cold into the deep water and when the trawl was hauled it yielded up 2,040 pairs of good soles; "a pair weighing 12¾ lbs." Once the secret was out it could not be contained and each successive winter brought more and more vessels up from Brixham and Ramsgate.

It was very productive fishing, especially in cold weather, or "Pit Seasons" as they were called. Gradually the Devonshire men began to settle permanently at Scarborough and Hull, and later Grimsby too.

Among the first at Scarborough was William Toby in the cutter *Eliza*, the Alward brothers (William and Robert) with *Rover*, *Seagull* and *Ranger* in 1851 and James Westcott, Charles Shepherd, Robert Craven and William Lasslett.

At Hull, more than a thousand Devonshire men were supposed to have moved in within seven years of the discovery, including John Laverance Cook with the 46-footer *Peterel* and *Sir George Seymour*, a 54-footer built especially for the demanding North Sea and large by 1850's standards. Thomas Gray followed in *Blessing* and also among the first were Robert Hellyer and his son Charles with the smack *Annie*.

Ever since Hellyers and Hull have been synonomous with fishing and the old original houseflag, a white "H" on a blue ground, still graces many modern vessels and can be seen on some of the giant freezer trawlers presently working the south-west mackerel.

The sudden appearance of so many smacks at Hull was not fully appreciated by the authorities and landing arrangements were, to say the least, spartan.

In 1857 a group of smackowners planned to put 20 smacks into fleets served by steam carriers capable of landing fish at Hull only eight hours after it had been caught on the Dogger. The introduction of ice in 1859 at Hull put paid to this idea as the owners feared the heat from the engines would melt the ice and ruin the fish.

Cutters

Later as "fleeting" was adopted at Hull, steam cutters were introduced and worked successfully with the "Red Cross" fleet before the steam trawler ousted the sailing smack. Other fleets to use steam cutters to service their smacks were the Grimsby Ice Company and Hewitt's "Short Blue."

Steam fleeting, with steam carriers working to fleets of steam trawlers, continued from Hull until 1936. It is not an easy task to be precise about the numbers of sailing trawlers which were permanently based in the early days at Hull and elsewhere.

In 1854, despite the large numbers of fishermen who had moved north, there were only 30 Hull registered smacks. Many Ramsgate and Brixham owners continued to carry their old port registration letters and numbers and did not re-register at Hull for several years and they obviously swelled the numbers.

Throughout the entire 19th century Brixham fishing vessels all carried the port registry letters of DH (for Dartmouth) until 1902 when BM for Brixham was finally introduced. This was a curious state of affairs for Brixham continued to flourish and it was not until the late 1860's that the North Sea trawling stations outstripped their parent port in numbers of registered vessels.

Similarly the Barking fleet sported fishing numbers with the prefix LO (for London) but by 1860 the main Barking "fleeters" had established a base at Gorleston in Norfolk and were running fish up to *Billingsgate* by train from Yarmouth so that many of their smacks were registered at Yarmouth.

Barking ceased to fulfil any sort of major role in the North Sea fisheries after 1899 when the last smack, Iris, was

Thames. Two years later a series explosion in the "Short Blue" engineering works brought about the final closure.

Problems at Scarborough, where the local line and drift fishermen did not always see eye-to-eye with the trawlermen and overcrowding in the harbour, resulted in several of the early settlers moving on to Hull and Grimsby.

In 1863 there were 270 smacks based on Hull and in 1880, at just about the peak for sail, there were 420 with Devonshire names like Richard Loram, William Leyman, Richard Vivian, James Fellowes, Henry Toozes (who later did a spell as Lord Mayor), Edward Cobley, Joseph Potter and the Hellyers amongst the most prominent owners.

Despite the size of this huge fleet, the initial lack of enthusiasm for the smacks cost the port dear; across the River Humber at Grimsby the old Manchester, Sheffield and Lincolnshire Railway Company had different ideas.

Seeing their opportunity the directors built a special fish dock and offered free rail transport as a lure. At first it was the Londoners who moved in although James Howard of Manningtree, the very first, still fell on hard times and went bankrupt. Wildly exaggerated claims of hundreds of smacks moving to the new dock at Grimsby just did not materialise overnight and the advantage of being 17 miles nearer the fishing grounds than Hull did not really pay off until the 1860's.

Thereafter, the meteoric rise of Grimsby to its place of the "premier fishing port in the world," was nothing short of phenomenal. In 1856 there were just 20 sailing trawlers using the port. By 1868 the numbers had risen to 189; ten years later they were over 500 and in 1887, with steam poised to sweep the smacks to oblivion, there were 815 sailing vessels at Grimsby.

Among the first of the Brixham men to defect from Hull were Henry Knott in *Rival*, Robert Lowe Alward in *Seagull*, Charles and George Jeffs with *Vixen*, James Alward in *Rechabite* and Philip Whiteway with *Flirt* and *Reindeer*. John Gidney moved several vessels to Grimsby from Hull "because it is nearer the sea," as did James Thorpe and James Sweeney whilst John Guzwell sailed straight up from Brixham.

Clearly there was more independance at Grimsby and many of the early pioneers rose to the very top both on the docks and in civic affairs. In 1858 Brixham-born James Sweeney was the first Humberside owner to take ice to sea in his 37-ton smack *Surprise* and largely through the efforts of Charles Jeffs the port's first steam trawler, *Zodiac*, was built in 1880.

Developed

From the basic beamy Brixham sloop, each port developed a type of vessel to meet its own needs. To tempt fishermen further from land and seek fish in the steep seas of the Dogger and Fisher Banks called for much larger vessels than the old Brixham sloops.

By 1870 the long-boomed Brixham rig had given way to the two-masted dandy with its stumpy mizzen. As sizes increased up to 80-tons and 75 ft. in length the much faster and more powerful ketch took over.

Many of the Devonshire families returned to their home ports for fresh tonnage, but with such rapid expansion not only on the Humber, but at ports like Lowestoft, Yarmouth and Scarborough, smackbuilding became very lucrative and yards sprang up in all sorts of odd places.

This was the romantic side of the industry, going from strength to strength behind a veneer of universal prosperity. True enough prosperity did abound and so too did misery, peril and remorseless toll of human lives.

Even at its best the accommodation on a smack was bad, with one tiny cabin where 3 men and 2 boys, cooked, ate and slept. Many smacks were verminous and there were no sanitary arrangements whatsoever.

The marvel was that the men and boys could be found to take on such work, often lasting weeks on end.

To man fleets which grew so fast the notorious apprentice system was introduced by which legions of lads, invariably the very poorest from institutions, were sentenced to the Dogger and there to perish or become men and heroes.

Suffering

Those who survived and remained did at least get inured to sufferings and hardships and provided the finest race of seafarers in the world.

Only a handful of lads ended up as owners and Grimsby and Hull became notorious for the pitiless stream of youngsters who "jumped ship" and ended up in prison with only the prospect of a resumption of duties back at sea which many grown men could hardly stand.

Fortune favoured the lad bound to a kindly skipper as most were fearless men and harsh taskmasters. Many, too, were known to have less endearing qualities and that terrible phrase "lost at sea" undoubtedly covered a multitude of sins.

Ashore there were any amount of "distractions" geared to relieve fishermen of their hard-earned money. Whole fortunes slipped through promising hands and history relates the man who discovered the Silver Pits and founded the east coast fishing trade died in a Hull workhouse fifty years after making his fortune.

At sea there was always the temptation of the coper, usually a foreigner, but not infrequently a British smack, which took on cheap liquor and tobacco on the continent which it retailed at a handsome profit to skippers and fishermen seeking oblivion from their unending toils.

Skippers parted with cash, valuables, fish, the gear and sometimes even their smacks in this inequitable trade.

It does not require a nautical mind to appreciate the consequences that many well-found smacks were overcome by sudden gales if the skipper and his crew lay helplessly drunk. Others fell overboard and were lost and some men were so maddened by the illicit liquor they leapt into the seas in drunken frenzies.

Much good work was done by the Royal National Mission to Deep Sea Fishermen in ridding the seas of the coper and its hospital ships also put an end to much suffering from the injured, or sick, had had to endure.

Each winter brought new fears for disasters struck with alarming frequency when the weather broke. Snow and fog were hated, as the smacks sailed blind and collisions and losses were frequent.

Almost every gale took its toll and ashore the prevailing colours was black, as sorrowing women mourned their lost-bread-winners. In one gale on 3 December 1863, the port of Yarmouth reported to have lost 166 smacksmen.

Brixham smacks continued their annual migrations up Channel to join in the North Sea fishing until 1887. By this time all the main east coast ports were well-established and supplying tens of thousands of tons of fish annually by rail to all parts of the country.

The more reliable steam trawler was gaining in popularity and within 20 years had seen off every smack at Grimsby and Hull. Fortunes were lost as owners tried to sell off fleets of sailing trawlers.

Only at Lowestoft and Ramsgate, where the main grounds were close on hand, did the sailing trawlers hold their own until the 1914-1918 war when they fell easy victims to the German submarine.

The arrival of the railway at Brixham in 1868, albeit on Furzeham cliff, breathed new life into the local fishing industry. With London a mere six hours distant by rail there was a massive boom in sailing trawlers. But the railway had come too late. London had all the fish it needed from the east coast ports!

Nevertheless Brixham still had the entire Westcountry in her pocket and the industry, with its Dutch auctions and women auctioneers, more than held its own. In 1872 there were 136 Brixham-owned sailing trawlers on the Dartmouth registers together with something like 250 mumblebees and mules (much smaller sailing craft).

By 1906 the sailing trawlers, all ketch-rigged, had increased to 220 and the years up to the Great War were amongst the most prosperous the port had known. Additionally Brixham sailing vessels continued to work the west coast grounds and land at Tenby, Milford, Swansea and Padstow.

During the hostilities, 35 vessels were lost by enemy action and when peace returned there were still around a hundred sailing trawlers registered at Brixham. But renewed prosperity on the east coast meant a slump at Brixham and many fine vessels were sold off or laid up.

Wartime wrecks on the local grounds took a terrible toll on expensive and irreplaceable gear. In 1927 the last ketch, *Ruby Eileen*, was launched and by 1939 the advent of the internal combustion engine in small inshore fishing vessels had reduced the last of the sailing trawlers to six. It was the end.

Continued from page 21

have poached inside the limit, as they have frequently until now, we lose our only secure fishing area. This is why the valiant effort of the Cornwall Sea Fisheries Committee's one patrol boat to police the three-mile limit has been so essential to us, and why we are so glad that this duty will now be shared by other national authorities with both sea and air surveillance at their command.

Poachers are very much more likely to be caught now and they risk a fine of up to £50,000 and suspension of licence if they are convicted.

There has been a spate of ugly incidents reported to me in the past few weeks, some of them have been in the press. I do assure you the reports are true and when they are accurately detailed we take them to the owners and to the authorities.

We have found trawler owners most helpful and where they are convinced by our reports they have put matters right, yet dangerous navigation still goes on.

Most skippers are helpful and responsible which is the only safe way to handle a vessel, but it takes just one stupid move to cause a tragedy and there are a few skippers working here who think navigation close to small boats is their right because they are big. So far skill and luck have prevented disaster but it is desparately unwise to rely on that.

Interference

A serious side effect of the year round intensive trawling here is the interference with fixed gear fishing which is so important to Cornish fishing. Without the tangle nets, pots and long lines we shall lose a very valuable part of our catch and the many boats that use these methods will be driven back on the mackerel that is already over-exploited and uncertain.

Trawlers that cut away dhans from uninsurable gear are cutting away a man's living. Some of this is inadvertant, but there have been cases when a skipper with gear down has given his Decca marks to trawlers in the vicinity and even been acknowledged, but still found his ends cut. Where only a few trawlers are working, it has been clear that this situation was easily avoided.

A very grave danger to the fish stocks is the practice of overcatching the quota or boat capacity and slipping unwanted fish. We know this is often done to replace the slipped fish with better quality, but it is bad practice.

Fleet owners do discourage this very firmly as short-sighted, but it still happens. It has been almost an epidemic here so far this season; we have had a great many reports and even photographs of slipped fish. This pollutes our lining, potting, scallop dredging and trawling grounds as well as being an evil waste of fish.

Slipping is unprofessional behaviour that no self-respecting skipper should allow except for inevitable accidents such as split or fouled nets; much slipping is claimed to be due to such causes but one is reluctant to believe that so many of the fine skippers that are working here now are such bad managers of gear.

We are suffering an increasing waste of quality fish through by-catches. Some weeks ago a trawler skipper told one of our local trawlers over the radio he had tons of flat silver-red fish with a dark thumb mark on their heads amongst the mackerel — he didn't even know a bream by sight.

Our inshore skipper suggested he sort them out and either give or sell them to small boats as they were worth about £5,000 on the market. The visiting trawler skipper decided it wasn't worth it and dumped five-tons of high quality fish that is in big demand for export and upon which our cove fishermen rely for an important part of their Autumn catch.

Such catches are merely pollution to bulk catchers, even good bass rot in their scuppers and with over 200 distant water vessels working close inshore here many species that we cannot afford to waste are severely damaged.

Even silly, inconsiderate practices can be very upsetting to local operators. The plastic strapping that is used to bind fish boxes together is being ditched overboard by large trawlers. Already many fishing days have been lost by boats towed in with this round their props. It seems obvious that this wretched stuff should be dumped ashore, but I suppose to skippers used to a whole ocean to work in such hazards do not appear important.

At the risk of sounding like a "goody-goody" I must say that the first and immediate remedy is simple consideration for each other. Most skippers are working well together and we are keeping the lines open to other POs and the more helpful of the fleet owners.

We shall continue to talk about each problem as it is reported and we have found many difficulties can be banished like this. Recently an unwise Aberdeen skipper found that out. In the tough world of fishing, nice manners may not prevail all that often, so we are asking for immediate statutory protection for ourselves and the fish upon which we rely.

Unpopular

We know the suggestion of a six mile limit is unpopular with bulk catchers, but we are increasingly sure that it is the only way to protect ourselves; separate zones where smaller boats can work away from large vessels must be designated and the six-mile limit would be a logical extension of the three-mile limit here.

Under the new mackerel licence the three-mile limit has statutory force and the six mile limit would be under the same protection.

Such a move would prohibit boats of 80ft. and over from fishing for mackerel inside six miles from the shore. Of course this would be of great advantage to those between 60ft. and 80ft. who certainly do need some help here.

We know the owners of bulk catchers think this would inconvenience them too much, but we think three-miles further to go for fish shouldn't be difficult for boats built for Icelandic fishing. Anyway, the quota is so small now and there is a week in which to catch it, so surely this could permit a little extra travelling.

The other objection is that vessels need the sheltered fishing close inshore, but this does seem to us rather overstated from vessels of over 80ft. designed for long range work.

The chief advantage of the six-mile limit for conservation of mackerel stocks in a combination of three and six-mile limits would be the reduction of harrassment and some slight reduction in mackerel catch. With this double limit all sizes of boat would have a reasonable and fair chance of making a good living within the mackerel TAC for the south-west, and the smaller boats might have a chance to fish without being run down too.

This alteration to the law could so easily be brought in under licence, and for a long time we have been sure it was necessary. Now we are only hoping that it will not take a fatal accident to prove us right.

There does seem to be agreement in principle amongst catchers that a seasonal ban on netting mackerel in the south-west from early spring to late autumn would be sound practice. As our request for all hand line boats to be exempt from the mackerel licence was endorsed by our fellow POs and conceded by the Ministry, this measure would be very easily brought in simply by suspending the mackerel licence for the south-west for the agreed time.

Immature

Last spring and this autumn great quantities of immature mackerel as small as sardines were landed. Hand liners do not pull in such fish, we leave them to grow. This is the south-west summer stock that we rely upon for our important summer mackerel fishery; it is being squandered and, as I have said before, our Summer catch was drastically reduced this year.

The bulk catchers now come here much earlier and leave much later and this should be regulated to safeguard the stocks. Such regulation will also help the use of fixed gear which is most lucrative in the summer and has been badly upset this year.

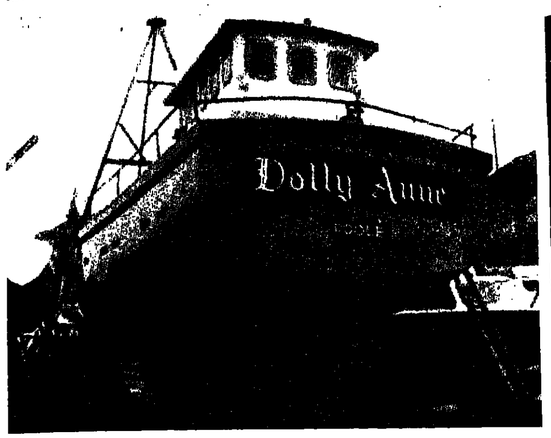
We think it would also be convenient for large fleet managers to know for sure when their boats could be working here and when they can put their effort into other fisheries and explore new areas for their hard-pressed vessels. We are urging the Ministry to follow this idea now. It seems a sensible suggestion that would bring so many benefits and we can think of no political disadvantage which might hamper it.

This is an outline of our case and our present solutions to it. On November 3 the Government laid before Parliament its observations on the Fifth Report from the House of Commons Expenditure Committee to which so many of us in the fishing industry have given evidence.

Two recommendations are particularly relevant to our case. No. 63 that "line fishing with modern gear should be encouraged" and No. 63 that the "Contraction of the UK fishing fleet is unavoidable, but it should be encouraged to take a form which will keep skills and experience in being in readiness for future re-expansion and which will safeguard the existence of small local communities which depend heavily on fishing."

The Government replies by praising line fishing and saying that it has in mind the need "to take regional, social and economic factors into account." Our case is endorsed at the highest level it seems, now we want deeds not words.

We consider our Cornish fishing operations to be a versatile and well balanced mixture of boats and men. Such are of great value to British fishing. In a world of shortage, fishing opportunities are a good investment that should be fostered.



Left: the *Dolly Anne* — looking for a new owner.

Above: the Celtic Slave line hauler — the engine controls are duplicated on the hauler stand and (right) the four-bladed propeller supplied by Bruntons.

Versatile 37-footer all ready and waiting...

THE LATEST Cygnus Marine hull which has been fitted out by Weston Workboats of Weston-Super-Mare is up for sale before she has even been launched. The sale is due to a change in plans by the owner Mr. P. J. Seery of Somerset.

Based on a Cygnus GN 37 hull, the new boat has been completed to a high standard and was to have fished from Poole. The change in plans means that the boat, named *Dolly Anne*, will be launched for trials only after she has been sold. Several fishermen have expressed interest in the boat.

Dolly Anne is unique in being the first boat to be fitted with the Celtic Slave 1-ton pot hauler which was first exhibited at the Plymouth Boat Show. The hauler fitted is, in fact, the one which was at the show.

In addition to potting, *Dolly Anne* is also fitted out with Spencer Carter mackerel gurdies and strippers which clamp to the gunwale. A large fish-hold forward provides space for the catch.

She is the second Cygnus GN 37 hull to be completed by Weston Workboats with a Fiat diesel. Main power is supplied by a six cylinder type CP3M which develops 160hp at 2600rpm. It drives through a Twin Disc gearbox with a 3.1 reduction. The stern gear by Bruntons consists of a 2¼ inch stainless steel shaft connected to a four-bladed bronze propeller.

The steel balanced rudder is actuated by a Wills Ridley hydraulic system. A Jabsco bilge and deckwash pump is belt driven from the front of the engine and the hydrulic pump is a direct drive via a clutch.

The wheelhouse is well instrumented, with Decca Mk 21 Navigator, Decca 060 radar, Neco MF1500 fish finder and 'Sailor' RT 144B VHF. The engine instruments are duplicated by a series of audible alarms.

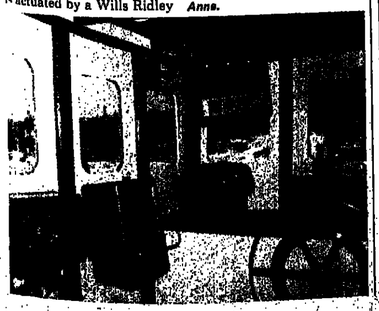
A Flavel B700C gas cooker and sink are fitted in the rear of the wheelhouse.

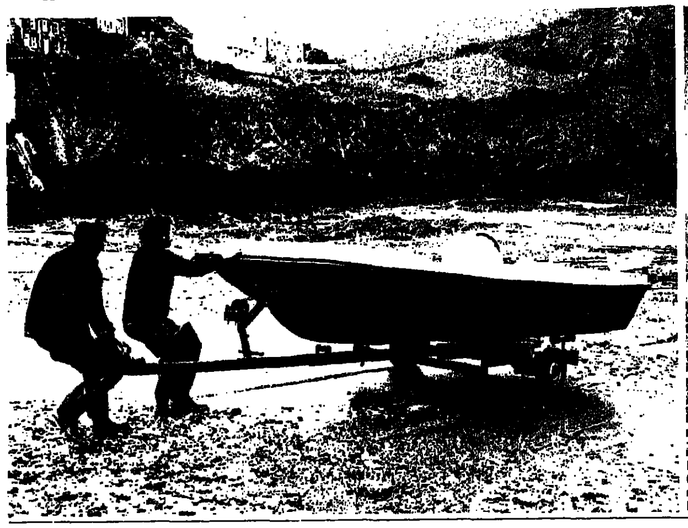
The very efficient deck and cabin lights are a French make, Le Grand.

Two berths are fitted below and aft of the wheelhouse. Fuel is carried in a 250-gallon tank forward of the engine and water in two 10-gallon plastic tanks. A 6-man Avon liftraft is located aft.

Dolly Anne represents the good value-for-money boats produced by Weston Workboats which are becoming eagerly sought by fishermen in the south-west. This two-man firm have now produced several Cygnus based boats and will shortly be starting work on their next.

Below: electronic complexity in the wheelhouse of *Dolly Anne*.





Rod Baker builds much smaller dories for both fishermen and divers. This 16ft. 6in. dory for diving is lighter than a full-time fishing version and has the console amidships, instead of offset to port. The craft is seen being launched at Port Isaac and at speed off the port.

BIG DORY

From page 30

through the engine drive legs and the echo sounder operates through the GRP shell.

The large forward wheelhouse, which has 6ft. 8in. headroom, houses a console and all electronic gear, including Decca Mk. 21 Navigator, Furuno echo sounder and radio. Also in the wheelhouse is a small Flavel gas cooker, a sleeping berth and access to forward and under-floor storage space. Wills Ridley hydraulic steering is fitted.

Electrical work was carried out by local man, Dick Stacey, who did a "marvellous" job according to the skipper. The lighting system complies with coming DoT rules. Mark Bates completed the blacksmith work.

The engines are lightweight Volvo AQD40/280 outdrive units rates at 130 bhp each. They have worked very well and one engine will power her along at up to 12 knots.

Skipper Rowe was disappointed that he could get WFA grant assistance only on the VHF and some safety equipment. No grant was asked for towards the boat's building, but an application for her gear was refused.

Finished weight of *Francis Kate* with engines and fuel is about 6.5 tons. Fuel consumption averages out at five gallons an hour for a working day. Her fuel capacity is 350 gallons, so she has a range of well over 1,000 miles.

Francis Kate's main fishing area is Lundy Isle, which can be a real headache to work because conventional small boats have to make long trips from their home ports to the area. Spring tides on the grounds mean up to a five knot current.

However, *Francis Kate's* 18in. draft allows her to work from 'dry' harbours, and her speed means she can dodge the weather and cut hours off the working day. The boat has made it home from Lundy — over 40 miles away — in 1½ hours with a following seal

She leaves for Lundy around 11 a.m. and hauls the gear. The crew shelter close to Lundy for the night and haul the gear again then set out for home, usually arriving offshore to port around noon the next day — a round trip of 100 miles plus.

The boat works 600 to 600 pots in strings of 30 to 40 to cover a bigger area and they are shot over the stern at 12 to 14 knots.

A board of marine ply glassed over is positioned up to the bulwark for shooting the gear. Jack Rowe would like to shoot at a faster speed but the gear would not stand the strain! To keep the gear anchored in the fast tides the end pots are weighted with 600 - 700 lb.

A one-ton Hydroslave hauler copes easily with the load and works "fabulously." The control valve enables the hauler to creep or haul at the normal rate to keep pace with the crewmen baiting pots.

Francis Kate is at present laid up for overhaul after her first potting season and more pots are being made.

The boat uses Cornish inkwell pots which are larger than normal pots. They are made of Alkathene pipe which is joined by sleeving and then the joints are welded over a boiler so that they weld together. They are then netted.

The pots measure 1ft. 11in. across the top and 2ft. 7in. at the base and retrieving the catch is made easy by having the whole top flip open.

About 130 of these large pots can be carried aboard and there is still room to walk to the boat's stern.

Francis Kate is expected to resume potting next March but, in future years, will work through the winter using either pots, crawfish nets or longlines.

Rod Baker says that if he makes anymore boats like *Francis Kate*, he would prefer to make a mould to produce hulls because the C-Flex method involves a lot of dowty work.

For a boat with so many good points, her price is low — £25,000 plus electronics and hydraulics.

At present he moulds the 16ft. 6in. fast dory and has three orders for them.

Two versions are made of this boat: one for diving with a lightweight hull to give extra speed, and a commercial fishing version which has a heavier hull and [illegible]

BIG INTEREST IN STEEL DESIGNS

CORNISH boat designer Gary Mitchell is spending more time working with steel craft these days. His venture designing a range of inshore boats for the Cornish firm of Poldice Marine is well underway and other steel boat designs are now in demand around the British Isles.

Firm enquiries are coming from Scotland for a 56-footer in steel, while two 44-footers look like being built. Drawings are soon to be supplied to two fishermen — one in Liverpool and the other based in Essex — so they can build their own craft.

The Liverpool owner will be replacing an existing fishing boat and both craft are designed to fit under the 12 m. DoT fishing vessel safety survey rule.

Wooden boats remain Gary Mitchell's main output, however, and he is even going into a partnership to operate a new 33-footer from nearby Mevagissey.

This craft is under construction in the G. Percy Mitchell yard, which he runs in partnership with his brothers, and the boat should be ready to join in the summer longline season next year. His partner is a cousin, Alan Lakeman.

Wing

The general purpose vessel will have an aft wheelhouse with a cabin for three men below. A Fiat main engine of 1,100 bhp at 2,200 rpm has been specified and there will be a 60 bhp at 2,200 rpm wing engine, also by Fiat.

Hydraulic steering gear will be fitted, along with a tripod mast with derrick. The engine will be installed forward to leave maximum space for a large fishroom amidships.

Island

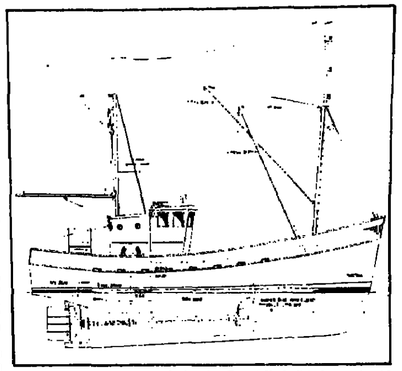
Another boat under construction at the yard is for the Hebrides. A similar 33-footer, this forward wheelhouse craft will go creel fishing and is to be powered by a Gardner 4LW diesel and be equipped with a Spencer-Carter pot hauler, 'Sailor' SSB T 128 radio and Simrad EL 38a echo sounder.

On the drawing board are a 45ft. stern trawler for Ireland, to be built at the Joe O'Driscoll yard, plus 28ft. wooden creel boat for the Scottish east coast.

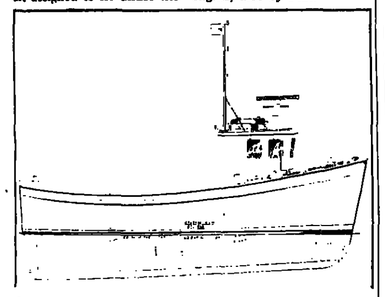
The Mitchell yard has to fit out a Poldice 38ft. steel vessel. The hull, whaleback, wheelhouse main deck, fuel tanks, rudder, stern tube and stern gantry have already been built. (See picture page three).

The fitting out will include two-berth forecabin with toilet, galley in wheelhouse and dual station hydraulic steering.

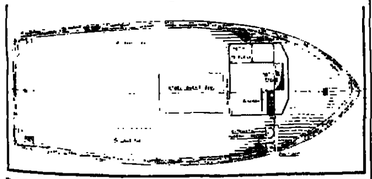
The power unit will be a Gardner 6LX driving through a 3:1 reduction gearbox and the propeller will be fitted with a Kort nozzle. This vessel will work out of Falmouth.



This 44ft. aft wheelhouse design by Gary Mitchell is in steel, with round bilge or double chine. Overall length is exactly 44ft.; moulded beam, 16ft. 6in.; registered length, 39ft. 3in.; moulded depth, 8ft. 2in. and draft, 7ft. The craft is designed with 7½-ton net drum and combined Mastra seine-trawl winch. Some 300 gallons of fuel are carried each side of the 6LXB Gardner main engine of 230 bhp at 1,150 rpm which drives through a 3:1 reduction gearbox. The fishroom hatch is forward of the wheelhouse and the batteries are carried forward. There is accommodation for three below the wheelhouse.



The Gary Mitchell designed 28ft. long creel boat for the Scottish east coast. The craft will have a waterline length of 26ft. 6in.; maximum beam, 11ft.; and maximum draft, 3ft. 6in. Some 50 gallons of fuel are carried each side of the engine, a Gardner 4LW of 62 bhp at 1,500 rpm which drives through a 2:1 reduction gearbox. The automatic hydraulic pot hauler is mounted forward on the preliminary arrangement drawing and there are hatches to the foc'sle and engine forward.



'Boy Gary' sails off...

THE LATEST Gary Mitchell designed boat to go into the water is the wooden 38-footer *Boy Gary*.

Built by the Toms yard at Polruan, Cornwall, she is the third boat the yard has built for Skipper J. Thomas of St. Just and she will operate from Newlyn.

Eight years ago Toms built an 18-footer for Skipper Thomas. Three years later the 30-footer *Penburgh* followed and now he has built *up to the Boy Gary*.

The new Penzance-registered boat was launched on Wednesday last week and she was sailed to her home port.

Boy Gary has an overall length of 38ft. 6in.; beam, 14ft. 6in.; and draft, 6ft. She is powered by a Gardner 6LXB diesel and has a speed of 8½ knots. The iroko-planked craft will be used for fining, netting and for fishing mackerel. She can easily be converted for trawling too.

The Toms yard has built about 15 boats for Newlyn area ports over the past 12 years and has three boats in the pipeline, although no firm orders.

It is continuing with repair work to boats based at St. Ives, Mevagissey, Looe, Polperro and up the coast to Plymouth. Work has included fitting Kort nozzles.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Middle water

£17,964: *Ross Kelvin*, BUT (Sk. J. Hudson), 593k, W, 18 days.
£17,279: *Ross Jackal*, BUT (Sk. P. McCarthy), 581k, W, 15 days.
£14,340: *Ross Genet*, BUT (Sk. P. Phillipson), 422k, W, 16 days.
£13,403: *Ross Lynx*, BUT (Sk. D. Cooper), 383k, W, 15 days.
£12,972: *Ross Tiger*, BUT (Sk. C. L. Smith), 385k, W, 15 days.

North Sea

£15,214: *Lucerne*, Lindsey (Sk. S. Davidson), 383k, NS, 14 days.
£11,722: *Lemberg*, Lindsey (Sk. H. Pexman), 317k, NS, 14 days.
£11,100: *Nanao*, Taylor (Sk. A. Costello), 278k, NS, 16 days.
£10,243: *Osako*, Taylor (Sk. P. Newby), 285k, NS, 13 days.
£10,019: *Lepanto*, Lindsey (Sk. C. Crow), 281k, NS, 12 days.

Seiners

£7,732: *Sanrene*, Sleight (Sk. W. Sanderson), 185k, NS, 15 days.
£7,266: *Jan Nielsen*, Chapman (Sk. B. Andersen), 225k, NS, 15 days.
£7,020: *Hanne Bork*, Consol (Sk. H. Dam), 223k, NS, 20 days.
£6,888: *Ulla Viola*, Consol (Sk. E. Dam), 216k, NS, 20 days.
£6,816: *Arnborg*, Consol (Sk. V. Dam), 188k, NS, 18 days.
£6,616: *Christen Bank*, Jubilee (Sk. J. Olesen), 216k, NS, 16 days.
£6,078: *Pandion*, Danbrit (Sk. B. Hosf), 151k, NS, 14 days.
£3,609: *Mary Ronn*, Danbrit (Sk. P. Terkildsen), 152k, NS, 19 days.
£5,823: *Queenie S.*, Hamling (Sk. O. Kjaergaard), 176k, NS, 15 days.

Pair teams

£17,877: *Melissa Louise*, £11,240 (Sk. G. Mussell), 306k, and £6,637: *Tino* (Sk. P. Thinnesen), 212k, both United, NS, 15 days.
£15,687: *East Bank*, £9,801 (Sk. G. Hall), 312k, and £5,886: *Halton* (Sk. T. Turnbull), 192k, both Sleight, NS, 20 days.
£9,463: *Helena Gertsen*, £5,892 (Sk. F. Vandercasteele), 247k, and £3,561: *Paul Antony* (Sk. E. Collins), 131k, both Hamling, NS, 14 days.
£5,430: *Grenaa Star*, £2,783 (Sk. K. Yates), 80k, and £2,647: *Grenaa Pearl* (Sk. M. Potterton), 79k, both Danbrit, NS, 14 days.

Belgian trawlers

£12,841: *Juhel* (O 198), Hamling (Sk. N. Hennaert), 273k, NS, 10 days.
£11,341: *Fox* (Z 484), Hamling (Sk. W. Paeye), 274k, NS, 10 days.

HULL

£32,418: *St. Gerontius*, Hamling (Sk. D. Platten), 1,111k, BI, 25 days.
£26,230: *St. Giles*, Hamling (Sk. J. Humphrey), 888k, BI, 24 days.

FLEETWOOD

Homewater

£20,500: *Le Verrier*, Boston (French vessel), 605k.
£18,440: *President Calvez*, Boston (French vessel), 667k.
£17,520: *Gavina*, Marr (Sk. C. Scott), 615k, 16 days.
£14,066: *Luneda*, Marr (Sk. V. Dingle), 454k, 17 days.
£9,941: *Royalist*, Hewett (Sk. H. Buckley), 261k, 14 days.
£8,386: *Marrie Jacob*, Boston (Irish vessel), 106k.
£8,278: *Replenish*, Ward (Sk. J. Rawcliffe), 248k, 14 days.
£7,713: *Resolute*, Ward (Sk. J. Wright), 125k, 16 days.

Pair teams

£28,163: *Navena*, £16,995 (Sk. J. Burns), 504k, and £11,168: *Armana* (Sk. T. Christy), 315k, both Marr, 15 days.

ABERDEEN

£21,216: *Janwood*, J. Wood Group (Sk. J. Smith), 630k, F, 15 days.
£17,169: *Grampian Warrior*, North Star (Sk. R. Catto), 528k, S, 16 days.
£13,953: *Mount Royal*, A. Reid (Sk. A. Reid), 445k, O, 10 days.
£12,221: *Ben Bhrackie*, Irvin (Sk. A. Campbell), 463k, S, 18 days.
£10,154: *Grampian River*, North Star (Sk. M. Robertson), 314k, S, 11 days.
£9,985: *Starwood*, J. Wood Group (Sk. J. Hird), 239k, F, 16 days.

LOWESTOFT

£18,139: *St. Patrick*, East Coast (Sk. D. Besford), 439k, NS, 11 days.
£15,860: *Barnby Queen*, Talisman (Sk. C. Craig), 407k, NS, 12 days.
£15,478: *Suffolk Chieftain*, Hobsons (Sk. E. Brighty), 388k, NS, 11 days.
£15,474: *Yoxford Queen*, Talisman (Sk. P. Thomas), 378k, NS, 12 days.
£14,455: *Suffolk Venturer*, Hobsons (Sk. R. Atkinson), 351k, NS, 12 days.
£13,825: *Farnham Queen*, Talisman (Sk. B. Turrell), 312k, NS, 12 days.

NORTH SHIELDS

£14,544: *Ben Lora*, Irvin (Sk. R. Sheader), 29,305kg, NS, 9 days.
£7,254: *Ben Meidie*, Irvin (Sk. E. Williams), 12,792kg, NS, 12 days.

Under 80 ft.

£8,423: *Christine Nielsen*, Irvin (Sk. C. Ellis), 12,513kg, NS, 3 days.
£7,054: *Fisher Rose*, Irvin (Sk. R. Clarke), 13,108kg, NS, 4 days.
£4,861: *Lindisfarne*, Irvin (Sk. J. Bailey), 8,427kg, NS, 3 days.
£4,345: *Scarlet Thread II*, Irvin (Sk. T. Buchanan), 7,886kg, NS, 4 days.
£4,134: *Conduan*, Irvin (Sk. N. Morse), 6,940kg, NS, 3 days.
£3,955: *Lothian Rose*, Irvin (Sk. R. Clarke), 7,140kg, NS, 4 days.

MILFORD HAVEN

£9,426: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 184k, 13 days.
£8,189: *Rosevear*, Norrard (Sk. J. Manson), 167k, 13 days.
£7,283: *Picton Sealion*, Norrard (Sk. T. Salter), 132k, 12 days.
£1,880: *Westerdale*, Linke (Sk. T. Smith), 32k, 6 days.
£366: *Arthur Harvey* (Sk. F. Reynolds), 5 kits, 2 days.

GRANTON

£15,435: *Arctic Brigand*, Liston (Sk. A. Wood), 806 cwt, NS, 13 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Westerly: *Ross Clivet*, *Ross Genet*, *Ross Juno*, *Ross Kelvin*, *Ross Kipling* and *Ross Leopard*.

HULL

No local deepsea vessels expected.

PORT MARKETS

FRIDAY, NOVEMBER 10

DUBLIN

A supply of 1,044 boxes from Howth, Skerries, Arklow and Greencastle met a good demand. Mackerel and cod were the main varieties. Prices, *per lb*: lobster, £2/£3.45; prawns, 35p/£1.10; sole, £1.40/£1.45; slips, 45p; brill, 18p/83p; turbot, 18p/£1; plaice, 12p/45p; cod, 24p/28p; codling, 15p/19p; whiting, 10p/12p; dabs, 8p/10p. Prices, *per box*: ray, £6/£34; round whiting, £6/£7; mackerel, £4/£5.

RYE (SUSSEX)

14 boats landing. Prices, *per stone*: plaice, £5; whiting, £1.10; dabs, £1.75; gurnards, 25p; cod, £3.50. Prices, *per lb*: turbot, £1; large dover sole, £1.60; lemon sole, 45p; monkfish, 45p.

MONDAY, NOVEMBER 13

GRIMSBY

20 boats landed a good supply of 5,325 kits to meet a good demand. Prices *per stone*: shelf cod, £4.40/£5; codling, £2.50/£3.80; large haddock, £4.50/£5; medium, £3.80/£4.60; small, £2.80/£3.60; large plaice, £4.40/£4.70; medium, £4/£4.70; best small, £3.80/£4.60; large skinned dogfish, £8; medium, £6; saithe, £2.70/£3.30; large lemon sole, £8/£9; medium, £4/£7.

HULL

1,875 kits from one Icelandic trawler. Price ranges *per 10 st. kit* heads on: cod, £36.50/£40.25 (average £36.79); codling, £34.50/£37.25 (£35.65); haddock, £40.50/£45.50 (£44.20); coley, £28/£30.50 (£29.15); bergylta, £28.50.

FLEETWOOD

Prices *per 10 st. kit*: lemon sole, £17/£35; brill, £40; cod, £28/£50; plaice, £24/£56; haddock, £42/£52; halibut, £80; ling, £28; coley, £32/£35; dogfish, £15/£20; roker, £10/£48; whiting, £10/£17; gurnard, £8/£10; Dover sole, £100/£230.

MILFORD HAVEN

241 kits from three boats. Prices *per 8 st. kit*: large cod, £38; large plaice, £58; medium, £49; small, £33.50; turbot, £138; whiting, £15.40; Dover sole, £185; slips, £116; tongues, £76; brill, £106; large ray, £43; medium, £28; small, £27; dogfish, £10.

BRIXHAM

Prices *per stone*: cod, £3.50/£5; plaice, £4/£6; turbot, £12/£21.50; small whiting, £1.20; large, £2.60; small lemon sole, £4.80; large, £9.20; Dover sole, £21.80/£23.65; large brill, £6.40/£7.70; small ray wings, £1; best ray wings, £8.10; squid, £5.90/£6.60; monkfish, £6/£10; cuttlefish, £2. Price *per dozen*: escallops, £1.55.

TUESDAY, NOVEMBER 14

ABERDEEN

225 tonnes from 13 North Sea boats. Prices *per cwt*: cod, £30/£38; large codling, £34.20/£39.60; medium, £32.50/£37.80; small, £22/£29.50; ling, £25; extra large haddock, £37/£44; large, £26.40/£42; medium, £26/£34.20; small, £22.40/£25; whiting, £13.10/£21.60; lemon sole, £50/£70; plaice, £33/£52; dogfish, £6.40/£9; squid, £25/£60. Price *per cwt*: halibut, £18.

LOWESTOFT

795 kits from three boats. Prices *per 10 st. kit*: cod, £40/£42; large plaice, £40/£48; medium, £45/£57; small, £36/£47; codling, £22/£42; large haddock, £26/£42; small, £15/£28; large turbot, £135/£155; small, £70/£95; lemon sole, £38/£50; whiting, £10; brill, £40/£46; dabs, £15/£17; monkfish, £70; dogfish, £32.

NORTH SHIELDS

Prices *per 40-kilo box*: large cod, £30/£38.75; medium, £29.75/£35.25; selected medium, £26/£30; selected small, £24/£26; small, £21/£22.50; large haddock, £32; medium, £25/£30.25; small medium, £22/£27.50; small, £19/£20.50; selected whiting, £14/£14.50; small, £6/£10.25; large lemon sole, £45/£54; medium, £44/£51; small, £40/£45; small plaice, £21; large dogfish, £12/£14.50; medium, £8/£9.25; small, £2/£6.50; saithe, £15.25.

FRASERBURGH

380 boxes from 31 boats. Prices *per box*: small haddock, £27/£28.50; selected, £35; small codling, £24.50/£26; selected, £27/£31; cod sprags, £29/£33; round whiting, £18; cod, £35; small coley, £13/£14; gutted whiting, £23/£24; squid, £40/£45. Prices *per stone*: halibut, £16.50; witches, £2; mixed plaice, £5; mixed lemon sole, £8.40.

MACDUFF

460 boxes from 14 boats. Prices *per stone*: squid, £6/£7.80; monkfish, £4.30/£4.50; plaice, £3.80/£5.10. Price *per box*: medium codling, £26/£33.60; small haddock, £22.40/£23.20; whiting, £16; round whiting, £13.40/£14.20; dogfish, £7.20.

PETERHEAD

3,070 boxes from 17 boats. Prices *per stone*: cod and large codling, £5.10/£5.70; medium, £4.70/£5.30; small, £3.60/£4.10; coalfish, £3.10/£3.40; monkfish, £5.30/£5.60; dogfish, £1.50/£1.80; ling, £3.10/£3.30; lythe, £3.30/£3.60; turbot, £21/£22; plaice, £4.10/£5.50; large whiting, £3.50/£4; small, £2.70/£2.90; round, £2.10/£2.30. Prices *per box*: large haddock, £33/£38.50; medium, £28.50/£32.50; small, £24.20/£26.80.

BUCKIE

120 boxes from eight boats. Prices, *per stone*: hake, £4.10; large codling, £4.70; small, £3; brill, £4.40; large haddock, £5.10; medium, £4.20; small, £3.80; small round haddock, £3; round whiting, £2.20/£2.60; monkfish, £3.50/£4.20; lemon sole, £6.80/£8; skate, £1.20; plaice, £3.20; Dover sole, £15.20; witches, £3.20; squid, £2.80; large prawn tails, £26; small, £14.

NEWLYN

Prices *per stone*: mackerel, price range from 80p to 45p, according to size; large whiting, £3; gurnards, 90p; pollack, £3.80; large pouting, £2; small, £1.40; large plaice, £5.20; medium, £4.80; small, £3.50; large lemon sole, £8.50; medium, £6; small, £3.50; squid, £7.50; large monkfish, £11.50; medium, £8.50; small, £5; dabs, £2.80; large ray, £6.10; large medium, £4.50; small medium, £2.80; small, £1; turbot, £22; haddock, £6; cod, £4; ling, £2.90; large conger eel, £3.20; large medium, £2.50; small medium, £2; small, £1; large hake, £7.50; medium, £5.20; small, £3.80; large brill, £8; medium, £6.50. Price *per lb* hake, £1.10.

FOLKESTONE

Nine boats landing. Prices, *per stone*: large cod, £4.25; medium, £3.30/£3.50; codling, £2.30/£2.75; dabs, £3.80; flounders, £2.05; whiting, 95p/£1; John Dory, £3.60/£3.80; pollack, £2.15/£2.35; lemon sole, £6.80/£7.20; gurnards, £1.55; monkfish, £7.25; skate, £3.40. Prices, *per lb*: small turbot, 63p/80p; bass, £1/£1.05; small brill, 54p; Dover sole, £1.30/£1.41; slips, 85p/95p.

BILLINGSGATE

ON TUESDAY 257 tons were delivered. Average selling prices on merchants' stalls: rainbow trout 60p/70p; soles, tongues, 40p/50p; slips, 60p/70p; medium, 90p/£1.95; large, £1.70/£1.85; eels, £1.25; foreign smoked salmon, £3; *per lb*; large turbot, £19.60/£21; medium, £13.30/£15.40; small, £8.40/£9.80; large brill, £7/£8.40; *medium*, £4.20/£5.60; *small*, £2.80/£3.50; English plaice, ½lb-2½lb, £5.40/£5.70; large halibut, £25.20/£28; medium, £23/£30.80; small, £11.20/£14; selected lemon sole, £8/£10; large witches, £3.75/£4.60; small, £2.50/£3; headless home water cod, £6.50/£8; fillets, shelf cod, £8.50/£10.50; bulk, £6/£5.50; bream, £10; coalfish, £5.80/£6.50; haddock, £10/£12.50; home water haddock chats, £4.80/£4.90; kit, £4.80/£4.90; gibbars, £5.20/£5.30; selected whiting, £2.80/£3.60; small, £1.20/£2; small English dogfish, £3/£3.60; large, £6.80/£9; mackerel, £2.20; fresh herrings, £6; London cured dry haddocks, £9.40; dry fillets, £11; golden cutlets, £9.80; filleted kippers, £8; selected kippers, £8; sprats, £2.50; monkfish (skinned), £8; bass, £19.60; grey mullet, £7; squid, £9; large roker, £9/£11; medium, £7/£9; small, £3.80/£6; red mullet, £21; large conger, £3.50/£4.60; small, £2.20/£3.30; *per stone*.

SHELLFISH

SELECTED Lobsters, £3.50; unsorted, £2.60; *crabs*, over 3lb, 30p/60p; under 3lb, 20p/50p; small, unsorted, 10p/30p; prawns, 65p/£1; *per lb*; oysters, £16/£28; *per 100*; Scotch winkles, £17; Irish, £17.10; *per cwt*; whelks, £5.75; *per bushel*; mussels, Scots, £5.75; Irish, £6.25; *per bag*; shrimps, brown, £1.60; English cockles, £2/£2.30; *per gallon*.

FROZEN FISH

Atlantic salmon, £1.30; Canadian Halibut, £1.38; scampi, £1.40/£4; hun saam, 45p; grey mullet, 43p; barbouni, 66p; wong fur, 55p; *per lb*; fillets, plaice, £9.10; cod, £8; haddock, £8.20; squid, £4.90/£5.32; kippers, £7.50; *per stone*.

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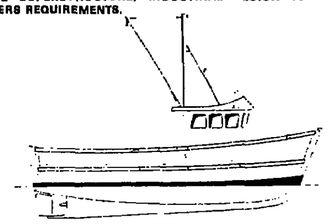

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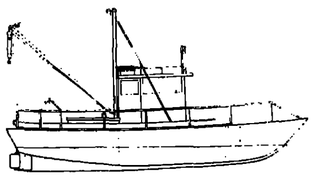
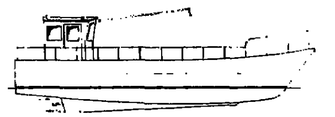


GRP CAT FISH CATAMARAN (BUILT FOR WEST AFRICA)



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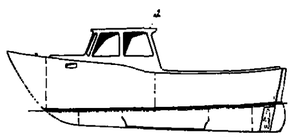

40ft. CAT HAULER CURRENTLY BUILDING FOR GUERNSEY & SCOTLAND

"EARLY DAWN" 40ft. x 12 ft. x 4ft. 9in., larch on oak, copper and brass fastened, built 1959 Hinks, Gardner 5LW, hydraulic steering, Seascan radar, VHF radio, hydema line and net hauler, accommodation four forward, teak wheelhouse and decks, fishroom, Decca 21 liferaft, Kuden meter on hire. Boat and engine excellent. Open to sensible offers. Telephone: Penzance 3944 8-9 p.m. only.

"CHILDRENS FRIEND" (P264). 29ft. 5in. x 9ft. 6in. x 3ft. 9in., 1966, larch on oak, 80hp Ford, Seasonics VHF boat's property. Kelvin Hughes MS39 and Decca Mk 21 on hire. Gaff rigged mizzen. Bathrooms throughout. Telephone: Penzance 3629 evenings and weekends.

COBLE
33ft. x 10ft. 3in. x 3ft. 5in., built Whitby 1968. Lister 50hp fitted new 1975, pot hauler and net hauler, Kelvin Hughes sounder, Seafar VHF and four man liferaft on hire. Vessel fitted with aft Shelter 1977. Sale includes pots, town, nets etc.
Further information from Bridlington Trawlers Limited, Langdales Wharf, Bridlington. Telephone: Bridlington (0262) 72866.

27ft. Lower stern trawler, BMC diesel, built 1978 ..... £8,750
25ft. Versatility crest boat, Volvo diesel, built 1978 ..... £6,000
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Vendors of steel trawlers between 80-100ft. please contact us.
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SOTTERELL SEATRADES
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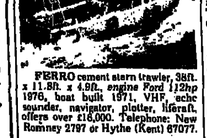
33ft. x 11ft. 6in. x 4ft. 6in., French built stern trawler, iroko on oak, forward wheelhouse, two berths, galley, toilet, Gardner 4LW 2:1, new Morris hydraulic winch, extensive refit 1976, VHF G500. Lying Jersey. Telephone: 05451746.

44ft. x 15ft. 8in. x 8ft. 8in. French trawler, under 25 tons, built 1955, Volvo 145hp 4:1 Mission rear-box, engine completely overhauled, pistons and liners replaced April 1976, 500 gals. diesel tanks. Rigged for side trawling and scalloping, with steel sheathing and two Gilson poles, also large mizzen suitable for mackerelling etc. Boat's property Simrad sounder, Marconi 16 mile radar, Mermaid 21 watch receiver, Mariner 16 man liferaft, radio, all safety equipment replaced 1976 up to DTI standard. On hire Decca Mk 12, Sailor VHF. Quantity of fishing gear included, two trawls, one set of doors, one set wood doors and spare fishing gear. Boat now trawling from Newlyn. Further details telephone: Penzance 61580.



FERRO cement stern trawler, 38ft. x 11.5ft. x 4.5ft., engine Ford 120hp 1976, boat built 1971, VHF, echo sounder, navigator, plotter, liferaft, offers over £16,000. Telephone: New Romney 2797 or Hythe (Kent) 67077.

"NORTH STAR" PZ 646, 30ft. versatility, forward wheelhouse, Gardner 4Lk, toilet, cooker, VHF, decked mizzen, Kuden meter on hire. D. Lutey, Cliff Cottage, Penberth, St. Buryan, Penzance.

57. tons side trawler for sale, built of wood (oak) Skaalskot, 1966, dimensions 80ft. 5in. x 18ft. 1in. x 7ft. 6in., engine Alpha Diesel 4, new cylinder and piston 1978, in excellent condition, accommodation for 4 men aft, wheelshack, two fish rooms, radar, autopilot, Decca, radio VHF, two Storms, echo-Simrad, trawl equipment, lavitts, Jensen, Grenemoser] 1, 4200 Slaoeslea, Denmark.

60ft. x 14ft. x 4ft. 6in. triple screw Perkins 2 x 120hp plus 1 x 180hp, double diagonal mahogany, copper fastened, chrome fittings, eight and six man liferafts, lifejackets, Sailor R/T, Kuden meter, fitted for Decca. Ideal for charter, wrecking, cruising etc., any trial, excellent condition, extras too many to mention, £35,000 ono. Frank Vinnicombe Marine Ltd., Falmouth, telephone Penryn 72776.

50ft. MFV., 50ft. x 16ft. x 5ft., Perkins V8 120hp MR700 SCG 2:1, s/s shaft, rigged for stern trawling, 101 radar, MS29 meter, VHF 2182 watch receiver boat's property. Lister aux., new wheelhouse, rewired 1976. Telephone .0653 826882 (6pm) for details.

FORGE aluminium workboat hulls and super-structure 30ft. x 10ft. 6in. and 35ft. x 12ft., hull plating of marine grade aluminium N8S, includes engine bearers, rudder, mooring bollards, Sampson post. Elstead Forge Ltd., Mill Lane, Alton, Hants, telephone: 0420 82377.

SCOTTISH built MFV "Smiling Morn," 48ft. x 16ft. x 5.6ft., no fishing gear, 5L3 Gardner, £4,500. Sorry to be re-advertising but still no sale owing to time wasters. Please telephone: Rotherham 862421 anytime.

CYGNUS 32ft. forward wheelhouse, Mercedes 126hp, B/Warner 3:1 hydraulic box, Sailor VHF, Simrad sounder, Seavoyor radar with VRM hydraulic pot hauler, Hydema net hauler, hydraulic steering, Kent clear screen, Decca 21 on hire. Owner buying larger boat. Telephone: Whitby 2765.

SALVAGE workboat, 90ft. steel, built 1952, fully equipped, Decca MK12, sounder, VHF, hydraulic steering, welder, sadler, large hold, LP tool compressor, spacious accommodation, Ruston 8CVB engine, many extras, fully operational, £15,000 ovno for quick sale. Telephone Cobham 07018 77439.

BUILT 1973, 30ft. x 11ft. x 4ft. 6in., carvel, iroko on oak, Perkins 72hp capstan hauler, after wheelhouse, radar, VHF., MF ferrograph sounder, lots of extra gear, suitable for gurdies, trawling, potting, oystering, angling, £9,250 ono plus VAT. Telephone Cowes 5638.

31ft. Mitchell, new 1974, used by owner since new for private angling, had little use, Perkins 6354 engine, just fitted new Seavoice R/T, Sesserthe sounder, mooring available, £9,500. West of England Fishing & Ship Co. Ltd., Turnchapel, Plymouth. Telephone Plymouth 44231.

MFV "Trudel," built 1956, oak on oak, Deutz 115hp, 41.8ft. x 14.5ft. x 7ft., 2 ton winch, gallows, 150 fathoms 1½" warps, 10 fm net, two ton pot hauler, survey March 1978. Lying Milford Haven. £9,750, consider part exchange. Telephone: Saundersfoot 813581.

1975 Versatility 31ft., forward wheelhouse, 4Lx cylinder Deutz diesel engine plus gearbox, Seavoice VHF sounder etc., hull and machinery in used fishing parties only, licensed to complete with spare engine and gearbox. Telephone Barmouth 280 (6-8 evenings.

BEAMER, under 28 tons, built 1961 of steel, 52.64/47.52ft. x 14.7ft. x 8ft., Henschel 240hp/1800 rpm., installed after overhaul November '78. Reintjes 4:1 new 1976, wheelhouse/winch new GRP sheeted Rabalux. Vivier tank.
BEAMER, under 25 tons, built 1960 of steel, 56/52.5ft. x 15.8ft. x 6ft. wheelhouse, winch, refrigerated hold. MAN 220hp/1800 rpm., new 1972, refit 1978, Reintjes 4:1 ..... £90,000
BEAMER/side trawler, built 1962 of steel, 52/76.8ft. x 20ft. x 10ft. new net drum 1977, shotblasted and sprayed June 1978 ..... £140,000
300hp/600rpm., Kuypers 2:1 ..... £100,000
SIDE trawler, built 1960 of steel, under 28 tons, 54.8/48.2ft. 16.7ft. x 8.3ft., Deutz 360hp/1800rpm new March 1978 ..... £100,000
propeller new March 1978 ..... £60,000
SIDE TRAWLER, rigged for scallops, built 1970, iroko on steel frames under 80 tons, 78.8/72.3ft. x 21ft. x 10ft., extensive overhaul May 1978 ..... £120,000
new Caterpillar D353 TA 425hp/1225rpm., Reintjes 3.2:1, new 1978 ..... £90,000
10 tons, Brattvaag winch £2,000
BEAMER, under 28 tons, built 1962 of oak, 51.18/46.3ft. x 15.8ft. x 8ft., hydraulic winch new 1978, MAN 200hp/1800rpm, and Reintjes 4:1 new November '78 ..... £80,000

Full details and photographs of the above and list of equipment below please contact:—
HANS-ROBERT JOEL, Master Mariner
Suldorfer Weg 28,
200 Schenefeld/Germany
Telephone: Direct Dial 010449-40/830 6 or 010449-40/830 0
Prices subject to exchange rate.

VESSELS FOR SALE

FISHING vessel "Girl Sylvia" for sale, built 1948 in Poravogue by James P. Manhood. Registered length 51ft. 6in., beam 16ft. 6in., draft 6ft., engine 114hp Gardner, s/t Sunderland winch, Seccles collar, a fully equipped boat with radar, Raymark 8 24 miles (VRM) sounder, Kestrel R/T, eight man liferaft, all ship's property. Two seine nets. 1 x 3 bridle trawl, one trawling propeller new, above photograph, can be seen at Balbriggan Harbour, price £14,000. Apply James Richardson, 54 Craoibhan Park, Balbriggan, Co. Dublin.

26ft. x 8ft. 6in. x 3ft., licensed angling boat, Seavoice radio, G500 sounder, Ford 55hp., forward enclosed wheelhouse, rods, reels, mackerel gurdies, most sell, owner buying bigger boat. £5,000 ono. Telephone: Newquay Cornwall 5027.

CYGNUS 26 1978, forward cabin, sounder, radio, quick sale £9,500 ono. Telephone: Mullion 240002.

F.S.B.P.B.
M.F.V. "SILVER CREST" FR. 123
Built of wood by J. & G. Forbes in 1964.
Overall length 78.7 - Regd. Length 71.6 - Beam 20 - Depth 8.5 - Tonnage 49.97.
The vessel was fitted with a 200 hp Gardner engine in 1971.
Auxiliary engine Lister 21.
Sutherland seine and trawl winch and Lossie power block.
Electrical equipment belonging to vessel: Simrad Sounder, Simrad Fishlink, Carvette 222 VHF.
Hired Electrical Equipment: Decca Navigator Mk. 12, Decca Radar, Saxon RIT, Decca Plotter.
Vessel rigged for White Fish Trawl and is meantime fishing at Fraserburgh. A quantity of fishing gear is to be sold with vessel.
All enquiries to Caley Fisheries (Peterhead) Ltd., 1/3 Dalrymple Street, Fraserburgh. Telephone: 3241/2 with whom offers should be lodged. Closing date for offers 1st. December, 1978 — 3 p.m.

FOR SALE BY PRIVATE BARGAIN
MB "SCALPAY ISLE" (SY.19)
Built of wood J. N. Miller, St. Monance 1966. Length 58ft., breadth 18ft., depth 7.2ft., tonnage 35.70. Fitted with Kelvin T8 240hp engine (which underwent a major overhaul in June 1978).
Norwinch fitted forward, Miller ring net winch fitted front of wheelhouse.
Lossie power block 1976. Kelvin Hughes radar. Kelvin Hughes MS29 sounder and fish lups. Sailor R/T and watchkeeping receiver, all boat's property.
Raditon VHF and Decca Mk.12 on hire.
The vessel which is in excellent condition, may be inspected on the slip at Stornoway Harbour from the 9th November till the 16th November, by arrangement with
THE NORTH MINCH FISH SELLING CO., CROMWELL STREEY QUAY, STORNOWAY
Telephone: 0851 2735/3358
with whom offers should be lodged in sealed envelopes by noon on the 24th November, 1978.

FOR SALE
MFV "MILLBURN" (SY.162)
Registered length 51ft., breadth 17.5ft., depth 7.5ft., built Barnstaple 1946, oak on oak, 36.02 tons gross and net, lic. Admiralty MFV, fishing 14 years. Dorman turbo charged engine rated 270BHP at 1200rpm, three years old, top overhaul September 1978. Leyland Ricardo auxiliary driving generator and pump overhauled 1978. 24 volt throughout. Sutherland belt driven winch via Smiths down drive with clutch control in wheelhouse. Capacity 2 x 250 fathoms at 1½" warps. Wheelhouse fitted Decca Navigator Mk12, Sailor R/T and VHF., Marconi radar, Koden SSM sounder, watch receiver and Cailbouy all hired. Cabin aft for six men, liferafts replaced 1976. Vessel rigged stern and side trawling with quantity gear included in sale. DTI fish vessel certificate valid until 31/3/80. Vessel which is sound throughout, fishing from Stornoway, where she can be inspected and dealt with by arrangement with:
MARINE AND ENGINEERING SURVEY (HEBRIDES) LTD., CROMWELL STREET QUAY, STORNOWAY, ISLE OF LEWIS
Telephone: 0851 3729

FISHING VESSEL FOR SALE
M.F.V. 58ft. x 19ft. x 10ft. draught.
Built Norway 1960 oak on oak.
Engine Cat D342, twin disc box 4.15:1 reduction. Skagen friction clutch winch, tangle net hauler. All blocks and sheaves renewed, a few months in use. Sailor SSB, Sailor VHF, Furuno sounder, Kelvin Hughes Mk. 17 all ship's property. Decca Mk. 12 on hire.
Vessel at present fishing.
Write Box No. 028

F.S.B.P.B.
M.F.V. "BLOSSOM" BF 281
Built of wood by J. & G. Forbes in 1967
Overall length 60. Breadth 20. Depth 8.3. Tonnage 41.82. The vessel is fitted with a 230 h.p. Gardner engine and Milliere Auxiliary. Hydraulic seine and trawl winch. Power block. Whelsback and hydraulic steering. The vessel had a major overhaul in 1977.
Electrical equipment belonging to vessel: Kelvin Hughes Sounder, Kelvin Hughes Watch Keeping.
Hired Electrical Equipment: Decca Mk. 12, Decca Plotter 250 T, Red Funed Rader, Kodet Sounder with bottom locks, Sailor SSB, Sailor VHF 144, Sailor VHF 144.
Vessel rigged for white fish trawl and is meantime fishing at Fraserburgh. A quantity of gear to be sold with vessel.
All enquiries to Caley Fisheries (Peterhead) Ltd., 1/3 Dalrymple Street, Fraserburgh. Telephone: 3241/2 with whom offers should be lodged. Closing date for offers 8th December, 1978 — 3 p.m.

FOR SALE
"BUCKY"
Built Ramsay Shipyard 1964.
Length 42ft. overall, steel stern trawler, rigged for scallop fishing and trawling, gear to be sold with vessel, beam 13ft. 9in., draft 6ft. Rolls-Royce 150hp engine installed 1973 reconditioned, Rifer winch reconditioned 1978, Wills-Ridley hydraulic steering. Boat's property: Kelvin Hughes type 17 radar, Depmar 311, Kelvin Hughes VHF, Sailor radio, eight man liferaft. On hire: Decca Mk 21.
Selling as purchasing another vessel.
Enquiries and offers to Fowey 3670 (Cornwall).

FAIRWAYS potter, 25ft., radar, fishfinder, VHF., R/T., two Beaufort liferafts, loadliner, exemption cert. for 12 anglers, plenty of extras. Built 1977, excellent condition. £15,000 ono. *Telephone: Ayr 81743 after 8 pm.*

22ft. Seaworker, Mercedes 636 10 knots, sea toilet, two berth, many extras. V.G.C. £8,350. Telephone Portsmouth 65942 after 6 p.m.

MFV 36.6ft. x 10.9 ft. x 4.6ft. larch on oak, Lister diesel 2:1 reduction, 29in. propeller, 1978 A1 survey, centre wheelhouse, two berth cabin, two individually operated power winches, suitable trawling, potting, angling, diving, built 1968 to high specification, £16,000. Box No. 029.

BUY STRENGTH IN STEEL FROM HULL STEEL CRAFT
STEEL HULLS FOR HOME OR YARD COMPLETION

THIRTY Hull only £1985
Hull with choice of forward or aft wheelhouse £2676
NEW THIRTY SEVEN WITH WIDE BEAM-HULL. Only £2900
Hull with choice of forward or aft wheelhouse £4620
NEW UNDER THE RULES 42ft. HULL ONLY ..£6400
Hull with choice of forward or aft wheelhouse £10,500
50ft. TRAWLER HULL ONLY £8900
Hull with choice of forward or aft wheelhouse £13,900
HULL STEEL CRAFT
PECKS WHARF, 400 WINCOLMLEE, HULL
Telephone: HORNSEA (04012) 2409.

LOCHIN 33ft. forward wheelhouse, GRP workboat built May 1978, two berth, Hedford 500 m 164 hps, Decca 050 radar, Sailor 144B VHF, Simrad EL Mk 21 Navigator, 350T Plotter, Spencer Carter 1000lbs. line hauler, with capstan head, Spencer Carter 1 ton trawl winch, steel gantry and mizzen, 1 and side shooting, legs to take ground, and many other extras too numerous to mention, offers around £23,000, for vessel complete with all equipment, or £17,500 without electronic and bolbouth equipment, owner buying larger vessel. For further details and photo telephone St. Ives 7540 (Cornwall).

FOR Sale 26ft. carvel fishing boat, *mahogany on oak, forward* wheelhouse, engines 22 BMC and wing engine 5.5 Kelvin Records, petrol paraffin plus extras £1,800 ono. Telephone: Plymouth 51385 after 6 p.m.

FOR SALE
37ft. Gillnetter (New)
37'2" x 33'4" x 12' x 2'9". 62hp diesel. Enclosed wheelhouse. 2 berths, toilet, galley ..£15,250
24ft. Mecboat
24'2" x 9'3" x 2'9" Mercedes OM6 Diesel, fish hold and enclosed wheelhouse £9,000
Dumb Barge
20-ton Dead Weight ..... Offers
All the above have been completed in ferro-cement by James Sim Ltd., Glasgow. For further information contact *selling agents.*
G. L. Watson & Co.
Erskine Harbour, Erskine
Renfrewshire
Tel: 041 812 0437

45ft. x 13ft. 6in. motor fishing vessel, canon stern, Scottish built, major hull rebuild, heavy coach roof over enlarged hatch, engine Kelvin completely rebuilt, ready to accept interior conversion to yacht, angling or diving use. £7,750. Frost, Brigg, South Humberside. Telephone: South Humberside 52424 office hours.

14ft. fibreglass dory for sale, Perkins diesel engine. Further particulars (cgn) and offers to J. HD Ltd., 5 Alexandra Buildings, Lerwick, Shetland. Telephone: Lerwick 3788.

BUILT J. Moor 1972, 38ft. 6in. x 12ft. x 5.75ft. iroko planking. Ford 380, Lister 15hp, Hydema R804 gantrie sounder, Autopilot, VHF and MF radios, two bunks, toilet, cooker, forward wheelhouse, all machinery complete, overhaul 1976. £18,000. Telephone: Padstow 966.

FOR sale 42ft. Belgian MFV, Volvo 150hp marine engine, MF, VHF radio, Simrad sounder, Decca 21 on hire, vessel rigged for crabbing, trawl winch and gallows available, £5,500 ono, telephone Padstow 532359.

32ft. Carvel built crabber, again for sale, 4D Ford Parsons engine, new manual gearbox, Duer hydraulic capstan, spare engine, £3,600. Crowther, 119 Victoria Road, Dartmouth or Dartmouth Arms lunchtime.

51ft. x 17.8ft. x 6.6ft., St. Monance, 1950, re-engined 1978. Kelvin Hughes sounder, hydraulic steering, gantry, blocks all 1978. Hydraulic winch, VHF, fitted for scalloping. Telephone: Plymouth 707696

240hp side trawler, length 51.3ft., width 16.6ft., draft 9ft. Decca on hire, R/T echo sounder and four man liferaft boat's property. Under 25 tons, at present fishing, offers around £10,000 considered. Telephone: Newton Abbot 66037 evenings.

55ft. x 18ft. x 6ft., ex. seine net., K4 engine, VHF., full inventory, recently surveyed, berthed in North East £7,000. Would consider exchange for smaller boat. Telephone: Sunderland 281556.

"CLEOPATRA" 23ft. 700 sports fisherman, new 2000 OHC Ford 2 outdrive, many extras, 1978 price £10,995, must sell complete with trailer £4,000 ono. Telephone. Kirkcudbright 30367.

Lifeboat 28ft long. 10ft. beam 4ft draft. mahogany double diagonal construction fitted stern tube, twin shaft and propeller ideal for conversion to cabin cruiser. £2,000 each
Rootes Lister diesel marine engine with gearbox £950. Perkins 6.354 diesel marine engine with gearbox £1,850. Perkins P6 diesel marine engine with gearbox £650. Foden diesel marine engine with gearbox £950.
BRIDGE SUPPLY CO.
Keighley
Telephone: 0535 605511
Telex. 517161

FOR SALE
SUBJECT TO WFA APPROVAL
73ft steel Faunus Sputnik, side and stern trawler, 264hp Blackstone, R & P 2:1 reduction VP propeller, Gardner 8L2 auxiliary Elac sounder, Raditon VHF owned Decca Mk21 and plotter Sailor 400W SSB MF set fitted
Telephone: 0803 23282

NEW 53ft x 19ft x 9ft 5in., twin trawler, quarter inch steel plate, flush deck, forward wheelhouse, navigation lights, Ford 110hp, PRM 2:1 approx 150 gallons fuel capacity, stern gantry, net, Ramp, propeller inspection box £9,750 plus VAT Telephone: Newhaven 4589 (Sussex)

24ft. angling workboat, transom stern, forward wheelhouse, Thornycroft 18hp 2:1 reduction, new lights, compass, sounder and electric bilge pump, spares for engine and spare gearbox, £1,800 ono. Telephone: Holyhead 4976 evenings.

55ft. x 13ft. x 3ft. 6in. passenger launch, D.T.I. 1978 class six, 56 *passengers, can be increased,* has been used for angling parties, twin Perkins engines, well maintained, survey report available. £7,000 o.n.o., telephone 0262 78663.

28ft. x 9ft. x 8ft. 6in. workboat, suitable many uses, BMC 2.5 diesel, mizzen, forward wheelhouse, Morse controls, new stern gear. Boat excellent condition. £4,750 o.n.o. Telephone: Paignton 354176.

FISHING vessel rigged stern trawling, built steel 1977, 50ft. x 16ft. x 8ft. 6in., Lister diesel, 24 volt electrics, Brixham winch, VHF, Ferrograph, Decca radar, dual steering, 200 gallon fuel, £9,000 Telephone Highclifte (Dorset) 71381.

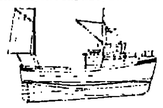
AN ex-demonstration AQ30 fishing workboat immediately available, Flat 90hp engine, run less than 30 *hours, galley with sink and cooker,* ready to go, snip at £14,000. Tel: Helston 4878

23ft. fishing boat clinker, diesel engine, capstan, forward wheelhouse, ideal angling boat, £3,800. Telephone. Seaton 20297 9am-5pm.

"ANNA LOUISE" (FY 185) 34.4ft. x 11.8ft. x 4.8ft., side trawler, decked with aft wheelhouse, lying Looe. For further details Downderry (Cornwall) 289 from Monday 20th November.

VERSATILITY mark 2, 1975, Thornycroft 154, forward wheelhouse, two berth, cooker, sink, toilet, Seascribe, large cockpit, capstan, £8,500. Telephone: Rye 3843.

ROSS MACKENZIE BOATBUILDING
CYGNUS WORKBOATS
15ft., 16ft., 19ft., 21ft., 26ft., 32ft., 37ft., 43ft. fitted out to owners requirements.
POLDICE 23ft., 30ft., 43ft., in steel, to W.F.A. spec. Designed by Gary Mitchell.



HOLTON 24
HULLS NOW AVAILABLE
19 Cornwall Road, Dorchester, Dorset.
Telephone 0305 4630 or 03087 2948

FOR Sale 24ft. Fibreglass boat, fully decked, fitted with 3.8 BMC engine with hydraulic box, Ferrograph offshore fishfinder, compass, etc. Telephone: 08763 209 between 6-8 p.m.

36ft. sea angling boat, twin BMC 2.2 diesel engines, forward cabin with berth toilet, sink and cooker, separate enclosed wheelhouse, radio telephone, liferaft, many extras. £4,995. Tel. Deganwy (0492) 82439.

32ft. Norwegian dory 72 Ford diesel, Borg Warner 2:1 reduction, McKay & McCleod line hauler, forward wheelhouse, Sailor RT144 on hire. Telephone: 031 336 5428 evenings.

19ft. open carvel workboat, four cylinder Dorman diesel, large mechanical capstan, licensed for 12, offers. Telephone: Thanet 582702 evenings.

40ft. steel Dutch workboat, 200hp AWM, two ton bollard pull, good order, considerable unused engine spares £12,000 ono. Telephone 0229 24633 evenings.

HULLS GRP mouldings, heavy duty to WFA standard. 19ft. 21 and 23ft. from £900 to £950. Peel Marine Ltd., Riverside, Teignmouth, telephone. 062673 2321

MFV "Fleetwing" N267, built 1968 Weatherhead, Cockenzie, 62.4ft. x 18.7ft. x 9ft., Gardner 152, Norlav winch. Presently fishing from Kilkeel. Further details telephone: (0937) 83073 Mr. A. Craig.

35ft. x 10ft. x 3ft., Ford 10 hp wheelhouse, VHF, Seascribe, capstan, gantry, licensed 12 ... Telephone. New Milton 616[illegible]

34ft. steel passenger fishing boat, hull, engine and conversion approved by D.O.T., needs finishing, reason for sale change of plans, telephone 0272 425 789 (Bristol).

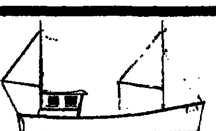
23ft. double ended lobster boat, larch on oak frames, excellent condition, Lister 2SR 15hp engine in good order, mechanical hauler, £2,000 ono. Telephone: Gifford (East Lothian) 529 after 6 p.m

32ft. x 11ft. x 3ft., GRP., sounder, VHF., 270hp Ford, licensed 12. Telephone: 0341 280248 evenings.

17ft. Cathedral built IP sea sledge, dory with 40hp Evinrude outboard. £1,160. Telephone: West Lulworth 480 or 478 after 5 p.m.

STERN trawler, Cygnus 32, Perkins 115hp 3:1 reduction, one ton hydraulic trawl winch. For further details telephone: Penryn 74505 evenings.

FOR SALE
SPENCER CARTER MARINE HYDRAULICS AND INSTALLATIONS, THORNYCROFT AND PETTER MARINE DIESELS, PMM GEARBOXES, TEIGNBRIDGE STERN GEAR AND OF COURSE CYGNUS HULLS AND PART ASSEMBLIES.
For well finished, well engineered fishing vessels in excess of WFA Scantlings dell, or drop in at:
BRYCE-WATERHOUSE MARINE LIMITED
DIGLIS BASIN, WORCESTER 353284 *Ask for CHRIS BROOK*
Only 5 minutes from the M5.



For Cygnus based work boats at *VERY* competitive prices
GM 19 FROM LESS THAN £4,000 (Petter 12hp)
GM 21 £4,950 (Thornycroft 35hp)
GM 26 FROM £11,950 (Thornycroft 50hp)
GM 32 FROM £18,950 (Thornycroft 100hp)
GM 37 FROM £23,950 (Thornycroft 100hp)
ALSO DISTRIBUTORS AND STOCKISTS FOR:
SPENCER CARTER MARINE HYDRAULICS AND INSTALLATIONS, THORNYCROFT AND PETTER MARINE DIESELS, PMM GEARBOXES, TEIGNBRIDGE STERN GEAR AND OF COURSE CYGNUS HULLS AND PART ASSEMBLIES.
For well finished, well engineered fishing vessels in excess of WFA Scantlings dell, or drop in at:
BRYCE-WATERHOUSE MARINE LIMITED
DIGLIS BASIN, WORCESTER 353284 *Ask for CHRIS BROOK*
Only 5 minutes from the M5.

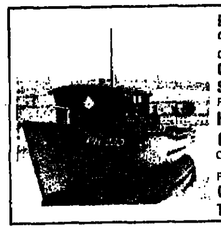
Official and Classified ADVERTISEMENTS

Continued from Page 45

VESSELS FOR SALE

MPV 39ft. x 12ft. x 5ft., Lister diesel, trawl winch, all gear. £5,000 o.n.o. Telephone: 051 645 2164.

ST. RUAN, Cygnus 32ft., aft. wheelhouse, crabber, netter, completed by Cygnus November 1978, full inventory on enquiry. Telephone: The Lizard 618.



PRICES FROM £32,000
Craftsman finished
Contact
CALSTOCK MARINE SERVICES LTD.
For the eye catching
KELLY COMMERCIAL 37
Other lengths available.
Please enquire
CALSTOCK - CORNWALL
Tel: Gunnislake 832502

16ft. clinker, 7hp air cooled diesel, road trailer, good condition, £650. Telephone: Emsworth 4834.

FAIR MORN
(OB 10)
Built of wood by Forbes, Sandhaven 1969. Overall length 60.4ft., depth 7.6ft., breadth 18.5ft., gross tonnage 38.06. Gardner 230hp., spare propeller, Arbroath hydraulic winch. EQUIPMENT HIRED: Decca Navigator Mk21 and Decca Plotter. Simrad sounder, Kelvin Hughes reader 17. EQUIPMENT OWNED: Kelvin Hughes sounder MS29, Sailor radio, Sailor VHF., Redfon VHF. Two prawn trawls, two fish nets and wires to be sold with boat.
All enquiries to
GEO. WALKER & SONS (FR) LTD., FISHSALESMEN, MALLAIG.
telephone Mallaig 2305
Closing date for offers 1st Dec. 1978

35ft. P pine on oak 7.25 ton Cornish built fishing vessel, 60hp Lister engine, forward wheelhouse, Seavoice radio, sounder, line hauler, deck wash, give away price for quick sale, £5,250 ono. Telephone Mevagissey 2638.

26ft. x 9ft., carvel fishing boat, p/pine on sawn oak, built 1970, 80hp Ford/Thornycroft, excellent condition, hydraulic g/box. Sale includes fishing gear and spare g/box. £5,200. Telephone: Germoe (Cornwall) 3541.

STERN trawler 46ft., 100hp., two ton Dauntless winch, Simrad VHF., Ferrograph echo sounder, Decca, hydraulic steering. Price £11,000. Telephone: Plymouth 59334.

30ft. Fibreglass MFV., aft wheelhouse, Lister diesel, complete with trawl doors etc., will sell or part exchange larger vessel. Telephone: Carlleston 649.

FOR sale 21ft. x 7ft. pleasure boat, ideal for rod fishing. Telephone: Long Sutton 362121 Lincs.

"SILVER CREST" (TT 75), 48ft. x 16ft. x 8ft., reconditioned 6LW Gardner 88hp installed 1977, pitch pine on oak, fitted for trawling and scallopping. Telephone: 079 081 263.

CRABBER built France, 27ft. x 10ft. x 4ft., lying Jersey, 3 cylinder Lister, 3:1 reduction. Also new 3 cylinder Lister and new propeller for sale with vessel, price £12,000 o.n.o., telephone Jersey 43000 evenings.

45ft. MFV., aft wheelhouse, new 22.5hp diesel, flush deck, new stern gear and propeller, choice of two, £3,200 ono. Telephone: Eastleigh 619182 Hampshire.

18ft. Fibreglass boat, Lister diesel, wheelhouse shelter and tiller, £1,600. Telephone: 051 632 4346 after 6 p.m.

31ft. Mitchell sea angler, full inventory, first class order throughout, *telephone Preston (0772) 864882 evenings.*

STRONG construction 1P23, well equipped, 30hp. radar, Seascribe, VHF, Seawinch hauler, hydraulic steering. Telephone: Evemouth 50508.

25ft. fishing boat, diesel, forward wheelhouse, Morse steering, sounder, Seavoice, £3,500. Telephone: Weston-Super-Mare 29038.

CLINKER built, varnished, 17ft. 6in. fishing boat, elliptic stern, 10hp Brit inboard, excellent condition. £1,500. Telephone: Eastbourne 35883.

NEW GRP fishing Cat, 31ft. x 14ft. x 2ft. 3in., twin 75hp diesels, lying south coast, offers around £16,000 ono. Telephone: 0428 51818.

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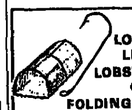

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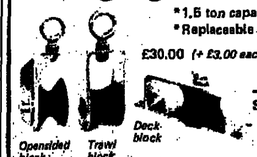

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The Board is prepared to consider applications for the issue of Salesman's Licences for the 1979 Manx Herring Season, from persons *with experience in the fish trade.*

Applicants will be required to give such financial guarantee as the Board considers necessary and must undertake to collect and pay over to the Board all herring levies due from fishermen and buyers, and also to supply such statistics of sales and landings as the Board may require.

Applications should be sent in a sealed envelope, marked "Fish Salesman" in the top left hand corner, and must be submitted to the Secretary of the Board, Government Offices, Buck's Road, Douglas, Isle of Man, not later than Wednesday, 20th December, 1978.

J. L. H. CORLETT
Secretary

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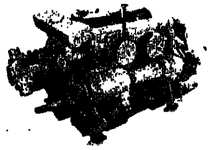

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FORD 60 as removed from vehicle, *ideal for marine use £150. Also* Perkins 270 slow runner, ideal for marine use £200. R. K. Chapman, 309 Norwich Road, Wisbech, Cambridgeshire, telephone: Wisbech 64440.

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SPECIAL OFFER
MODEL NT855 M2 six cylinder 275hp 180 rpm continuous.
6CG 700 hd any reduction, front and drive adaptor 24 volt 60amp alternator, control panel and alarm system, complete and ready to install. £9,600. November delivery.
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Engine in first class condition.
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fishing news
November 24, 1978 No. 3406 Est. 1913 20p

MACKEREL CAN TAKE THE ONSLAUGHT

MACKEREL stocks are not in danger provided fishermen do not exceed the current total allowable catch (TAC). This is the conclusion of a report just published by the Lowestoft Fisheries Lab.

The report describes the way the size of the mackerel stock has been assessed and was needed, according to its author Dr. Stephen J. Lockwood, because of the sharp rise in the TAC, from 182,000 tonnes in 1976 to 450,000 tonnes for this year.

It is not surprising that many fishermen fear that the amount of fishing effort this latest figure implies will exhaust the resource on which they depend. After all, that is what happened to the North Sea mackerel, leading to severe restrictions imposed by Norway starting in the year 1970.

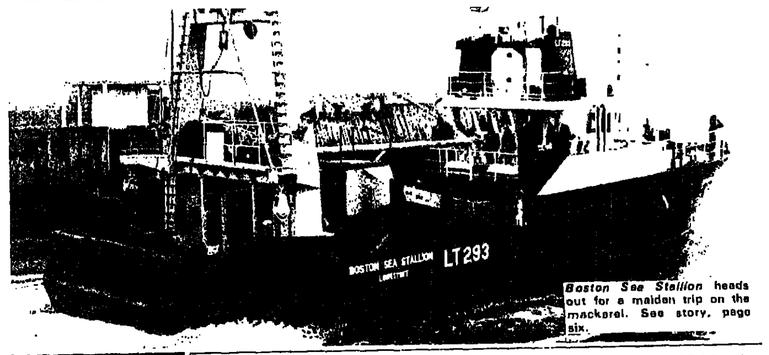
The western mackerel mixes with the North Sea mackerel, but only to a limited extent, so it can be regarded as a separate stock. The Norwegians began tagging North Sea mackerel in the late 1960s as part of their programme to estimate the size of the stock, but intensive research into the western stock did not begin until 1974.

It began with tagging and an acoustic survey of the shoals overwintering in the western Channel, but this was felt to be inadequate.

In collaboration with French scientists, the Lowestoft scientists began to sample plankton to count the number of mackerel eggs and sort them into groups according to their stage of development.

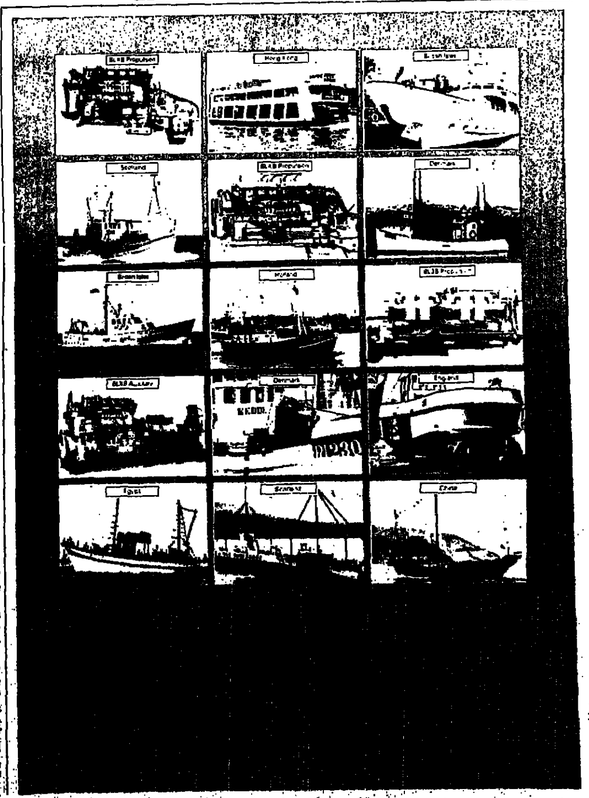
Bad weather prevented the survey from being completed, but the scientists heeded caution and ignored completely areas they had not sampled, so that their estimates are almost certainly on the low side.

This was only one of the allowances that was made to avoid over-optimistic results. Usually any population will consist of roughly the same number of males and females, but sampling in the south-west showed that there are only 0.64 males to each female and so this was the ratio on which calculations of future mackerel spawning were made.



Boston Sea Stallion heads out for a maiden trip on the mackerel. See story, page six.

—say scientists in new report



Confident

The effect is to reduce estimates of the size of the future population because fewer eggs will be fertilised.

It was caution of this kind that held back TACs year by year and today scientists are very confident that an annual catch of 450,000 tonnes can be sustained without damaging the stock.

The report, *Mackerel — A Problem in Fish Stock Assessment*, is Laboratory Leaflet No. 44 published by the Directorate of Fisheries Research. It is available free from the Ministry of Agriculture, Fisheries and Food, Fisheries Laboratory, Lowestoft, or from the Ministry's local offices.

NFFO plans wider role

A SPECIAL general meeting has been called by the National Federation of Fishermen's Organisations at which moves to absorb members of the Fisheries Organization Society will be discussed.

The meeting will take place at the Humber Royal Hotel, Grimsby, on December 2, and will be opened by the Mayor of Grimsby.

The NFFO will be stressing to its members that it is looking to an amalgamation of FOS members into its ranks.

"There is no question of the NFFO merging with the FOS. The NFFO is willing to accept new members and to adapt the structure of its organisation to new circumstances," says chief-executive, Andrew Palfreman.

Basis

Following a meeting with the FOS in London on October 17, the NFFO has now put forward its plans, as agreed, detailing the basis on which amalgamation could take place.

These plans recommend a national federation of fishermen's organisations with its headquarters in Grimsby, taking on some co-operative duties and the possibility of appointing a south-west regional officer.

FOS chairman, John Gundry, has said: "We are not looking at an FOS/NFFO merger, but rather an amalgamation of FOS membership (plus some FOS co-operative duties) in the NFFO."

Arthur J. Heighway

WE ARE sad to announce that Arthur Heighway — founder of Arthur J. Heighway Publications and publishers of *Fishing News* — died in hospital on November 18. During his long career he launched the monthly magazine *Fishing News International* and the quarterly *Fish Farming International*.

His close contacts with the United Nations Food and Agriculture Organization led to the publishing of over 100 books on fishing. In 1977 he was awarded the United Nations Ceres Medal as a mark of his close co-operation with FAO.

His death at 90 is a sad loss to his friends and colleagues in the fishing industry world-wide.

A funeral service will be held at Woking Crematorium, Woking, Surrey, today (November 24) at 11 a.m.

There has been a request that flowers should not be sent, but donations to mark his memory can be made to the Newspaper Press Fund, 35 Wather Road, Dorking, Surrey.

A tribute to Arthur J. Heighway will appear in *Fishing News* next week.

Collision finding

THE SKIPPER of *Stroma II* and the helmsman of *Rotche* were drunk and incapable of keeping a watch when the two vessels collided with the loss of two deckhands, a formal Department of Trade investigation has decided.

Concluding the investigation at the Sheriff Courthouse, Glasgow, Sheriff Principal Reid decided that drink was the cause of the collision, in the Sound of Sleat on July 8, 1977. *Rotche* sank immediately and the *Strome II* some time later.

The Sheriff Principal found also that the *Stroma II's* skipper, Frederick William Elder, failed to take all reasonable steps to save those on board *Rotche*.

The skippers and owners of both vessels were censured for failing to comply with the safety rules and ordered to pay expenses totalling almost £1,000.

DRINK BAN HARD TO ENFORCE

THERE WAS a sobering thought for fishermen in the Merchant Shipping Bill presented in the Commons last Friday — a clause which now makes it an offence, punishable by fine or imprisonment, to take unauthorised liquor aboard fishing vessels.

Both fishermen and owners are affected by the measure, which makes it an offence to be in possession of liquor on board, to permit others to take it aboard or permit them to have it on board.

The clause prescribes a maximum fine of £1,000 on summary conviction or, on conviction on indictment, to up to two years' prison or an unlimited fine.

"Unauthorised" means that neither master nor owner of the vessel, or a person authorised by the owner, had given permission for the liquor to go aboard.

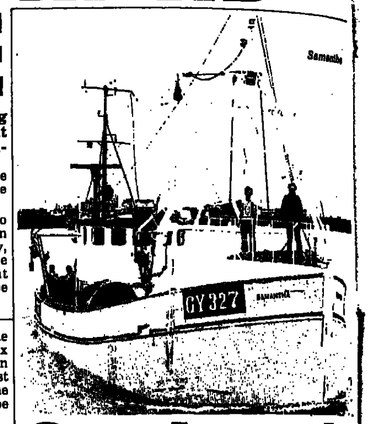
A defence would be that the accused believed the liquor was not unauthorised or that he did not know it was in his possession.

Liquor covers spirits, wine, beer, cider, perry and any other fermented, distilled or spirituous liquor.

News of the ban has already drawn angry reaction from fishermen. Bill Reid, Aberdeen district secretary of the Transport and General Workers' Union, said: "Drink has been an accepted part of the Merchant Navy scene for hundreds of years and in controlled circumstances we don't see why it should be banned."

The union has refused to let trawler owners search men when they report for duty, and a spokesman for the Richard Irvin & Sons, at Aberdeen, said it would be difficult to enforce the ban.

A DEPARTMENT of Trade inquiry into the deaths of six crewmen on the Aberdeen trawler *Grampian Glen*, lost in a North Sea gale on the night of October 5, will be held at Aberdeen today.



Good early sprat signs

A 20-TON landing of sprats at North Shields in the middle of last week by the Grimsby multi-purpose boat *Sarah Thinnesen* (Skipper Alan Thinnesen) will attract other vessels to the Tyne for this winter fishery.

Usually the inshore shoals do not begin to form until frosty weather sets in, but *Sarah Thinnesen* has reported several good marks already. Her catch was the first by a Grimsby vessel this winter.

Meanwhile, in Grimsby, the United Seiner-agented *Samantha* (Skipper Hugo Thinnesen) and *Tino* (Skipper Peter Thinnesen) were expected to join in the first wave of Grimsby vessels going for the sprats.

The Hamling agency in Grimsby is also preparing the former pair team *Paul Antony* and *Helena Gertrude* while the seiner *Iyeho* was undergoing conversion work for spratting as were Sleight's *Frederiksborg* and *Coirealach*.

Sleight also expects its pair team *Lochearn* and *Search* to join in later as single boats.

PO summit

BRITISH fish producer organisations are being invited to a meeting at Newlyn next month to try to resolve some of the problems of the south-west mackerel fishery.

The Cornish fishermen want a seasonal ban on the netting of mackerel inside Britain's 12-mile limit between March 1 and November 1.

Mrs. Daphne Lawry, secretary of the Cornish FPO, said: "We particularly want to be sure we are right that everybody is in agreement over the seasonal ban."

The decision to hold the conference — on December 9 — was made at last Saturday's meeting of the Cornish Fish Producers' Organisation. Mrs. Lawry said all the other eight British FPOs would be invited to send a representative.

Although there is no progress on the six-mile limit the Cornish FPO has appealed for, it is still very hopeful that Mr. Silkin, the Minister, will try it.

"He hasn't turned it down flat. He has just said this is a British fishery, and everybody has got to have a go," Mrs. Lawry said.

There is no talk of any militant action by the Cornish fishermen at the moment. The question of a "blockade" was mentioned only in passing at Saturday's meeting.

The new mackerel licence brought in on November 5 should be given a chance, Mrs. Lawry said, "but we are not awfully confident about the quotas being observed."

'Give rules a chance'

THE GOVERNMENT has asked Cornish inshore fishermen to give the latest round of mackerel catch restrictions a chance.

David Mudd, Conservative MP for Falmouth-Camborne, had called for tighter controls in the interests of the fisherman's "life and livelihood".

Ted Bishop, Minister of State, Ministry of Agriculture and Fisheries, replied that he was "very conscious" of the continuing concern in the south-west.

"In devising these arrangements after very full consultations . . . we have sought to strike as fair a balance as possible between the different conflicting interests."

The Department of Trade was investigating complaints of harassment by the Ministry and naval protection vessels in a way which could be a severe infringement of civil liberties, Mr. Bishop said.

Hull EEC course a success

EIGHT interpreters translated simultaneously into different languages last week when 47 trainee masterfishermen and eight fishing instructors took part in the second EEC fishing seminar at Hull College of Higher Education.

During the six-day course, which fishery scientists also attended, there were visits to the inshore port of Bridlington, Hull's new fish dock and the WFA's flume tank at Hull.

Keen interest was also shown in an exhibition of electronic equipment and modern fishing aids held in the Hull School of Nautical Studies.

Capt. D. R. Derrett, acting head of the school, said: "It was a tremendous success. All participants appreciated the course very much and they were much impressed with our tuitional facilities.

"They would all have liked to have spent more time using our electronic training aids such as our fishing simulator. And they all seemed to very much appreciate the opportunity for discussing mutual problems."

£10m fish quay plan revived

MORE JOBS and a whole range of new industries could result from a fresh application to the Government for a new £10m. fish quay at North Shields.

A joint working party composed of representatives of the Port of Tyne Authority, Tyne and Wear County Council, and North Tyneside Borough Council, is to prepare a further submission to the Government for a new fish harbour following years of controversy over replacement of the Tyne's run-down facilities.

A Port of Tyne spokesman said: "The working party will be studying a whole range of factors not usually required in a normal harbour, such as the added value of new jobs, and the effect of new industries which could be established adjacent to the harbour.

"The port authority and the local authorities will work together in assembling the case to put to the Government."

The impetus to provide the Tyne with a new fish harbour — the existing one was referred to recently by an all-party Commons Expenditure Committee as "dangerous, inadequate and intolerably primitive" — comes after meetings between the port authority and the Ministry of Agriculture, Fisheries and Food.

"The Ministry said that a fresh submission by the port authority for a new harbour would receive consideration," said the PTA spokesman.

To have the new harbour built by 1987, when the existing one is expected to become unserviceable, would require a decision to be made within three years.

A previous submission by the authority in 1975 was turned down at a time when 60 per cent grants were available. "It is hoped that sources and levels of grants will be resolved when the economic appraisal for a revised submission is completed," the spokesman said.

FISH PLANT APPLICATION REJECTED

AN APPLICATION to open a fish factory at Stable Hobba, Newlyn — the subject of a protracted High Court action earlier this year — has now been turned down by Penwith Council.

Western Fish Products Ltd. started building a plant producing fish meal and oil on the site of the old Cornish Fish Fertilisers Company's works. Councillor rejected the plan by 25 votes to five.

College radar course at port

THE INTRODUCTION of a three-week radar observer course at Buchan Technical College later this month will be a significant extension of the facilities available to the fishing industry at the further education college in Fraserburgh, Scotland.

Students are required to take this course to complete their Trade Second Hand certificate and, previously, they have not been able to carry out the radar part of their studies at the port.

The first of the radar observer courses starts on Monday and those interested in enrolling are invited to contact the college registrar, Mrs. Duguid.

New radar equipment costing £30,000 on order for the Buchan college includes true motion radar and a video recording system which will provide full training in the use of marine radar. "The video recorder system will use tapes which have been prepared by Liverpool Polytechnic."

COMMENT

DANISH FAIRY TALES

WE KNOW Denmark is the home of Hans Christian Andersen, but are Danish fishermen telling fairy tales when they plead that British conservation measures are putting them out of business? During a tour of Danish fishing ports last week (report page 10) English and Scottish fishing leaders were able to see the situation for themselves and came across a few surprises.

There is no doubt that the Norway pout box has had a big effect on the Danes. As a political measure it is a great success and the Danes are in the mood for a settlement at almost any price with the EEC. As a conservation measure, there must be some mixed feelings about the pout box.

With the meal plants in Denmark begging for fish, the fleet has reacted by transferring a massive effort on to sprats and, even more dangerously, they are bringing in Baltic herring, which size-wise ought to still be in nappies. To treat herring which spawns in British waters in this way is nothing short of criminal.

Despite all the pleas for commonsense and sanity in the North Sea, the fishermen saw that nothing could be done with Denmark until it abandons the policy of industrial fishing. The size and scale of its fish meal operation makes this a pretty vain hope, but until it happens Britain cannot live with Denmark in the North Sea.

There also seems to be a huge misconception on the part of the Danes that they can move towards the British position by backing a 12-mile exclusive limit. We wonder who told them that?

If this is the kind of talk going on at the EEC negotiating table, then the British industry can resign itself to a sell-out. As far as our fishermen are concerned, 50 miles is still the price of a deal with the EEC.

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Mackerel dumping row spreads to Irish port

LARGE-SCALE dumping of mackerel at the Irish port of Dingle, Co. Kerry, has been strongly criticised.

Under EEC intervention arrangements fishermen can get about £3.50 a box for dumped fish and in recent weeks about three-quarters of the local fleet's total catch has been dumped.

Michael O'Sullivan, chairman of Dingle Harbour Board, said there was serious concern locally.

"We talk about poverty and food subsidies — it's a shame to see food as nutritious as mackerel being dumped. Doubtless there are reasons for it, but it would be helpful if the Department of Fisheries explained the necessity for dumping on such a large scale."

The Erbal fish processing plant near Dingle, which was built with the aid of public funds, was lying idle and other local processing concerns were closed.

"The Harbour Board wants to see better facilities and a completely new plan for Dingle harbour," he said.

In the last dumping, about a week ago, 1,600 boxes of mackerel were thrown away at the mouth of the harbour.

Owen Keane, a local fish buyer and processor, said that facilities were inadequate to deal with catches and the inconsistency of the mackerel fishing also presented difficulties.

However, his firm would be able to freeze 7½ tons a day by January compared with half a ton now. It would also have holding capacity for 180 tons by then.

It is known that buyers find Dingle remote and that transport difficulties also work against the port. Local trawlermen were reluctant to discuss the dumping problem this week.

£22,269 SEINER RECORD

A NEW earnings record for a single trip by a Scottish seiner was set on Wednesday at Peterhead when the 86ft. *Acacia Wood* grossed £22,269 after a eight-day trip.

The grossing beats the previous record of £22,265 set by the Peterhead seiner *Favonius* in 1977. *Acacia Wood* fishes under Skipper Alex Jack of Hopeman and is agented and part-owned by the Don Fishing Co. (Peterhead) Ltd.

Her catch consisted of 675 boxes of fish.

The vessel was steel-built in 1976 at the John Lewis yard, Aberdeen, and is powered by a Mirrlees-Blackstone engine of 637 hp. Gear-handling machinery includes Jensen winch and Lossie power block and reels.

COMMITTEE OUT TO 'SELL' FLEETWOOD

A FISHERIES development committee has been set up at Fleetwood.

Its first task is to try to attract more fish supplies during the winter months when those landed by local vessels will be extremely low.

The committee includes representatives of owners, agents, fish merchants, the port's fish transport concern, British Transport Docks Board, lumpers and people from ancillary companies.

Eddie Walker, a member of the committee, said its formation "will be the most important thing to happen to the industry in Fleetwood since its foundation."

One of the committee's initial aims was to "sell" the port. "Contrary to what other people unconnected with fishing are saying, we are making it clear that Fleetwood is a port with first-class facilities.

"With the unified approach by everyone in our local industry, we are out to demonstrate not only that Fleetwood is alive but that it has a tremendous potential."

A statement by the committee put forward its long-term aims. These include providing modern ice-making facilities, extra mechanical equipment for unloading trawlers, better slipway and ship repair facilities and additional cold storage and freezing plant.

Mr. Peter Brady, the committee's liaison officer, said: "This body is not simply a short-term measure to get us through our present crisis. This is the industry getting together to plan its own destiny and the FDC will remain an integral part of the port's structure as long as fishing is carried out here."

Ted Hammill, the lumpers' representative, and other local industry leaders welcomed the new organisation.

Next time?

NOTHING spectacular was expected to emerge from the meeting of EEC fisheries Ministers in Brussels yesterday and today (Friday). In spite of the thaw in Anglo-German relations which started at the Bonn summit in mid-October.

Instead discussions will concern conservation and technical control measures and rest at a general political level.

Another meeting could be held in Brussels on Tuesday in preparation for the EEC summit on December 4 and 5 when the final impetus on a Common Fisheries Policy will be made after more than 2½ years of negotiations.

Few tangible results are expected this week because the European Commission has decided not to submit detailed quota proposals for 1979. It has merely prepared a short, vague document outlining the general principles for allocating quotas.

These take into account the 1976 Hague Declaration, losses in third-country waters and past catches. The Commission says detailed quota proposals cannot be made until fishing arrangements with third countries have been concluded.

The Ministers will also discuss a report prepared by a Council working group on historic fishing rights within Britain's 12-mile limit. It is expected that the quantities of fish involved will not be so great as first thought. This means that one potentially explosive issue can be defused.

FINAL GRANT DATE

FINAL closing date for applications for EEC FEOGA grants for capital projects such as boats and plant will be November 30, the Ministry of Agriculture and Fisheries said last week.

It emphasised that there was no guarantee that applications sent in after the original closing date of August 31 would be considered by the EEC Commission.

Details and application forms are available from the Ministry's Marketing Policy Division, Branch D, Great Westminster House, Horseferry Road, London SW1.

Salmon 'nonsense'

FISHERMEN in Donegal have dismissed as "pure rubbish and tripe" suggestions that drift-net fishermen are in any way responsible for the decimation of salmon stocks on the Irish coastline.

Joe Boyle, chairman of Burtonport branch of the Irish Fishermen's Organisation, said recent statements by fishery conservation councils that trawlermen were landing over 1,000 salmon per boat per day during the salmon season were "nonsense."

Iceland and EEC save Humber

GRIMSBY FACES FAMINE WINTER

A WHOLE series of landings by foreign vessels from Belgium, Denmark, Holland and Iceland was all that averted a fish famine last week at Grimsby, where supplies fell below 20,000 kits for the fourth week.

With over half the port's anchor-seiners laid up for the winter, or landing their final trips — mostly poorish ones — merchants looked to the local trawler fleets in vain.

On the distant-water front the Boston Group's *Boston Halifax* (Skipper Ray Harries) and Consolidated Fisheries' *Crystal Palace* (Skipper Bill Hardie, junior) both went through atrocious weather off the Norway Coast and in the White Seas to bring back catches which were the smallest either vessel had landed this year from these grounds.

Crystal Palace turned out just 558 kits, including more than 300 of codstuffs and 165 of haddocks after 28 days, to gross £18,849.

The stern dragger *Boston Halifax*, on what was expected to be her penultimate trip from the Humber port, managed £25,142 after 25 days from just 748 kits, made up mostly of 240 of reds, 226 of cod and codling and 100 of haddocks.

It came as no great surprise, therefore, when the one Icelander to land, *Jon Thordarsson*, collected the week's top grossing of £33,216 from only 940 kits, split almost evenly between Icelandic coley and Icelandic cod.

Fylkir Ltd., which acted as agent, reported that poor fishing on most of the Icelandic grounds was holding back Icelandic landings to the port.

Beamer

In the middle and near-water category, the honours again went to visitors with the Belgian beam trawler *Marbi* (Skipper Pros Van Dillemont) bettering her own earnings record for a Belgian trawler landing at Grimsby with a grossing of £28,051 for 690 kits. The catch, almost entirely plaice and prime, sold through the Hainling agency.

Later in the week Hainlings again did very well when *Zephyr* (Skipper Daniel Rappe), a former Belgian record breaker at Grimsby, hit £20,771 from another plaice and prime trip.

Local efforts were very much of a mixture. BUT's *Ross Cougar* (Skipper Jack mare start on her comeback trip after being laid up. Her grossing of just £6,441 from 281 kits, mostly dogs, after 13 days was the worst company grossing, except one, this year.

Otherwise, from BUT's eight middle-water landings *Ross Cougar* (Skipper Jack Major) was the pick with an assorted 531-kit catch worth £15,703.

However, for once BUT had to take a back seat in this section when *Osako* (Skipper Bob Penketh) rounded off a very much brighter week for H. L. Taylor Ltd. by slipping in on the last market of the week with £16,595 from 353 kits of well-mixed fish, including some fine cod, after just 10 days at sea. It was Skipper Penketh's first trip as skipper in *Osako*.

There were continued heavy landings of dogs in this section.

Somehow Consols' *Gadus* (Skipper 'Big' Ole Jensen) and the Danbrit-agented *Edlei* (Skipper Lief Gravesen) managed to find some cod and with £13,756 and £13,362 respectively were streets ahead of the rest.

Next best were the Danes, *Alperosen* (£12,153 through Chapman), *Tistlarna* (£12,673 through Sleight) and *Nautik* (£11,727 through John R.).

Edlei rounded off her year with a career-best £13,382 for 310 kits of cod and plaice.

Prices shoot up at Hull

ALL OF the three wet fish discharges at Hull last week were from Icelandic trawlers unloaded on different days.

The turnouts all attracted keen interest and as the week advanced so did the market demand, particularly for the very small amount of haddock landed.

At both the first and last sales of the week eleven 10-stone kits of haddock were on offer and the price range per kit soared from £40.50 to £45.50 on the Monday to between £54.35 and £58.25 by Thursday.

Cod, which averaged £35.79 per kit on Monday and £37.55 on Tuesday, was making from £34.85 to £49.50 by Thursday and averaging £41.20 that day. The kit average for codling also advanced, from £34.10 on Tuesday to £41.20 two days later.

Grossings by the three Icelandic vessels, for which the Boyd Line were port agents, were: Monday, *Sindri* £66,306 for 1,875 kits; Tuesday, *Skafti* £53,706 for 1,516 kits; Thursday, *A. Sigurdsson* £35,584 for 827 kits, including 604 kits of cod and 128 kits of codling.

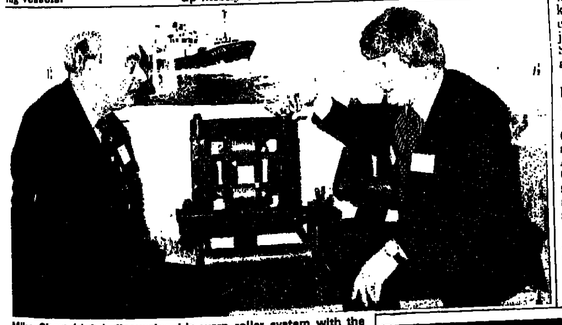
Inshore fish sent overland fell to 250 boxes on Wednesday last week and 37 boxes on the Friday.

Firsthand fish prices continued to soar at Hull on Monday this week when the only vessel to land at the port was the Icelandic trawler *Karlsefni*.

BUT were port agents for this ship, which grossed £85,903 for 1,880 kits of which about half were boxed fish and the rest bulk.

Boxed haddock was making from £57.25 to £59.75 per kit, while boxed cod ranged between £53 and £54.95.

Halibut brought from £80 to £90.50 per kit, averaging £83.30.



Mike Short (right) discussing his warp roller system with the chairman of TDC, Lord Seebohm.

Rope guide wins prize

A NEW warp roller system produced by a Peterhead firm founded last April was runner-up in this year's TDC Innovator Awards competition.

The awards were presented last week at the headquarters of Technical Development Capital Ltd., in London.

The new system was designed by Mike Short, managing director of Shortway Rope Guides Ltd., after 2½ years' researching.

It is claimed to have several advantages over existing types of rollers which were originally designed before the 1939-45 war for use on fishing boats of a much lower power than those in use today.

The new rollers cut down rope wear and, therefore, increase safety. They have also been designed so that they will not wear down and to guard against rope lash. Life expectancy is reckoned to be up to two years.

About 200 vessels will have been equipped with the new system by next April, says the firm, which is producing a complete range of rollers available over the next couple of years.

The awards, now in their sixth year, are presented annually by TDC to encourage the early development of new growth businesses based on technological innovation. The competition is open to any company, team or individual in any manufacturing or service industry in the UK.

TDC is the venture capital arm of the Industrial and Commercial Finance Corporation (ICFC) and provides high-risk capital.

12-DAY HOLIDAY

GRIMSBY fish market will not re-open between the Christmas and New Year holidays, in common with usual practice in recent years.

This means that the entire fish dock complex, including the markets and FMA road transport fish distribution services, will be completely shut down for 12 days from the end of work on Thursday, December 21, until Wednesday, January 3, 1979, when the market re-opens.

Gates

The authorities emphasise that there will be no market on Friday, December 22, the first day of the Christmas-New Year break.

The holiday will not affect operation of the access lock gates, which will open and close as usual throughout the period. Grimsby Ice Company is expected to make limited arrangements for icing vessels.

'STALLION' KICKING OFF ON MACKEREL

NOW ON the south-west mackerel grounds is *Boston Sea Stallion*, the last of four sister-ships for the Boston group.

The design is a development of the successful *Boston Sea Knight*-type and is intended for demersal and pelagic fishing from UK ports.

The 86ft. long overall *Boston Sea Stallion* has her engine-room fitted forward and an auxiliary machinery room aft, leaving the main part of the vessel amidships for carrying fish.

Immediately aft of the engineroom are three refrigerated sea water tanks for carrying whole fish. These tanks are loaded at sea using a fish pump fitted into the cod end of the net and the catch passes through a water separator via chutes to the refrigerated tanks.

The tanks are cooled by a Bolsones refrigerating plant fitted in the auxiliary machinery room aft.

Aft of the refrigerated tanks is the conventional fishroom, insulated with foamed polyurethane with a glassefibre lining to present a smooth, hygenic internal surface. Stanchions, shelves and pound boards are of aluminium alloy.

The aim of this arrangement, with refrigerated tanks and high standards in the fishroom, is to land fish in the best possible condition.

The trawler has a registered length of 79ft. 6in.; moulded breadth, 25ft. 6in.; and moulded depth, 12ft. 6in.

Her fishing equipment is of the low pressure hydraulic type chosen for low noise levels and good reliability. Hydraulic power comes from pumps driven from a gearbox taking its drive from the forward end of the propulsion engine.

Split synchronised trawl winches are fitted port and starboard at the aft end of forecastle, giving a straight lead to the gallows hanging blocks without interfering with the working deck.

The net drum is arranged on the centreline, abaft the forecastle. Use of this net drum is now almost standard on new vessels at Lowestoft and greatly reduces the amount of manual labour required by the crew in handling fishing gear. Gilson winches are arranged port and starboard on the main deck.

A fair measure of automation in the handling of fishing gear is accomplished by the use of the Syncro 1010 system of control for trawl winches and net drum.

In addition to simplifying both the shooting and hauling of the gear, this system reduces the chances of damage to nets while fishing on rough ground and it is intended to improve fishing performance during heavy weather.

A hydraulically-operated boom swinger and topping winch is fitted on a platform aft between the gantry legs for use when pelagic fishing, the derrick being used for brailing fish from the refrigerated tanks.

The machinery for the boom swinger, topping winch and fish pump is fitted in the refrigerating machinery space aft.

Boston Sea Stallion is powered by a Mirrlees Blackstone ETSL8 engine developing 700 bhp at 750 rpm. This engine drives a controllable pitch propeller through a reduction gearbox.

At sea all power for propulsion, deck machinery and electrical equipment is provided by the Blackstone engine, the forward end power take off providing drive for a 110 kW alternator in addition to the hydraulic pump drive.

For standby purposes and for use in port, an independent diesel-driven auxiliary set is provided. This consists of a Lister six-cylinder engine driving a 70 kW alternator, general service pump and air compressor.

Electrically-driven pumps are arranged for usual ship's services such as bilge, ballast, fire fighting, etc., and as standbys for main engine lubrication oil and cooling water pumps.

Accommodation for a total of eight men is of a very high standard for a vessel of such compact dimensions.

Fire protection substantially exceeds the latest Department of Trade requirements. In addition to fire detection, all internal accommodation bulkheads, deckhead lining, floor coverings and upholstery are incombustible where possible, or fire retardent.

Particular attention has been paid to improving crew comfort by reducing noise levels in the accommodation. The deck separating accommodation from engineroom has sound insulation to a far higher standard than normal, while internal divisions within the accommodation float on rubber mounts to reduce noise.

Wheelhouse layout of *Boston Sea Stallion* has been carefully designed in association with the owners to ensure ease of working for the skipper. All electronic aids and winch controls, etc., are grouped in a central composition.

Ballast tanks in the stern of the vessel enable the skipper to control the draught of the ship within fairly wide limits to suit differing requirements while steaming and fishing.

Forty tonnes of oil bunker capacity and 12 tonnes of fresh water capacity gives the vessel an endurance in excess of 15 days.

Skipper Terry Coulson pictured just before he took out *Boston Sea Stallion* on fishing trials earlier this month. Prior to his new command, Terry Coulson sailed aboard *Boston Wayfarer*.

Last of four for Boston

Liberals warn on EEC sell-out

MR. SILKIN was told this week that the Liberals will reject any EEC fishing settlement "which fails to give a fair deal to the fishing industry in England and Scotland."

The Fisheries Minister was given the warning in a telegram sent by Alan Beith, Liberal MP for Berwick upon Tweed, after Mr. Callaghan, Prime Minister, refused to be drawn in the House of Commons on speculation that Mr. Silkin is under pressure to settle the EEC dispute by Christmas.

Mr. Beith asked Mr. Callaghan a week ago to assure Mr. Silkin the same day that there was no Christmas deadline. Mr. Callaghan said he would not.

In a Press statement Mr. Beith commented: "The Prime Minister's reply serves to confirm rather than deny the suggestion that Mr. Silkin is under pressure to settle the fisheries issue before the German Presidency of the Council of Ministers ends on December 31.

"There is no certainty that we will do better by settling within that time. I hope that Mr. Silkin will resist this pressure if no adequate deal is offered.

He had told Mr. Silkin in the telegram that it was better to delay a settlement than make a bad deal.

"I am particularly anxious that attempts may be made by the Commission or by other member countries to buy off sections of the British fishing industry in a deal which would still be harmful to large parts of it."

WINCH TRIALS

NEWINGTON'S *C. S. Forester* went on trials from Hull on Wednesday following winch repairs.

She was expected to return to Falmouth, Cornwall, on Thursday to resume mackerel fishing if everything proves satisfactory.

The vessel has been taken out by Skipper Eddie Wooldridge, who is relieving Skipper Dick Taylor under a command sharing agreement.

Big order for hulls

AN ORDER worth £48,500 for 12 GRP hulls has been placed with Cygnus Marine by a yard in Worcestershire.

The order was placed last week by Chris Brock, a former partner in Cygnus who recently left the firm to take a share in the Bryce-Waterhouse Marine boatyard at Diglis, Worcestershire.

This firm is due to act as central distributor and stockists for Cygnus GRP hulls and, soon, the Cygnus range from 19 to 37 ft. will be on view at the yard.

Launch

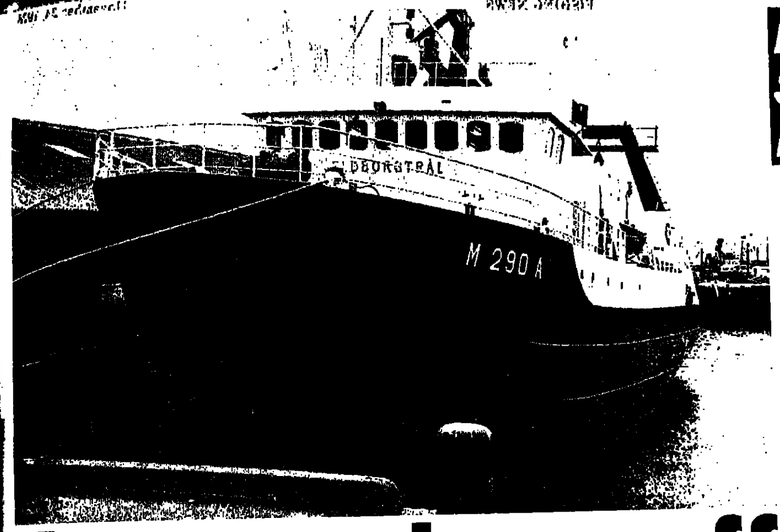
The move by Bryce-Waterhouse will mean fishermen from the north will be saved long trips to Cornwall when they want to examine the GRP hulls.

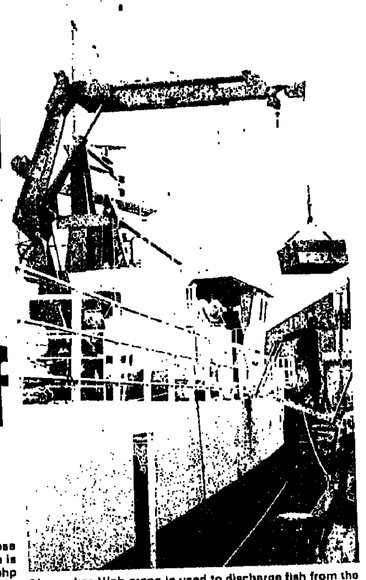
Bryce-Waterhouse is due to launch a 32 ft. Cygnus-based trawler to work prawns and white fish from Oban, Scotland, this week. Dawn (OB308) will sail from Worcester up the river Severn under her skipper, Douglas Gerrie.

Shipwreck aid

THE 139th annual general meeting of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society was held at the Fishmongers' Hall, London, on Wednesday last week. Aid was made available to 4,174 fishermen, seamen and their dependants in the year ended May 31. Total relief expenditure amounted to £131,254.

IDEAL FOR SCOTS, SAY BUILDERS





Top: the Norwegian multi-purpose boat *Eldborgtral* at Fraserburgh. She is a 111-footer powered by a 1,500 bhp Normo diesel. Left: one of her Hydraulik Brattvaag split trawl winches.

Above: her Hiab crane is used to discharge fish from the Norwegian vessel *Eldborgtral*. The boat is worked by a crew of nine.

Norway shows off new purser-liner

A 110ft. Norwegian multi-purpose vessel has paid a three-day demonstration visit to Fraserburgh.

The trip was organised by the vessel's builders in association with the West Norway Shipbuilders' Association, as both concerns feel that this type of boat could have great potential in Scotland.

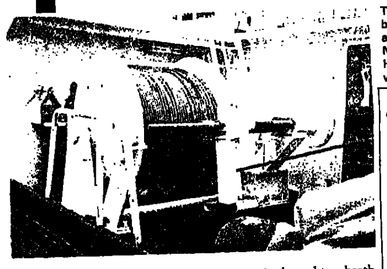
The boat is the first in a new series of advanced fishing vessels from the Langsten Slip & Baatbyggeri and is based on a standard 110ft. hull which could be adapted for any type of fishing. Her name is *Eldborgtral*.

Designs and specifications for alternative layouts based on the 110ft. hull were available on board.

A design for a combination purse seiner / trawler / gill netter and long liner could be of particular interest in Scotland, where there is now a move towards automatic lining and a tentative interest in gill net fishing.

Such a vessel would incorporate all the features associated with the most advanced purser/trawlers now operating in the Scottish fleet, but her layout and fittings would also enable her to work efficiently as a liner or gill netter.

A line hauler, gill net hauler and a Mustad Autoline system could be supplied.



She was designed by the builders and owners in conjunction with prominent naval architects and is extremely well equipped for a vessel only 110ft. long and 31ft. beam.

Her trawl deck extends below the superstructure to run almost the full length of the vessel and is laid out with a double arena, so that one net can be ready for shooting as soon as the other has been hauled.

Equipment in the catch handling area under the trawl deck includes Baader gutting and splitting machines, Skeide fish washer and Haahjem conveyors and fish bleeding tanks.

Propulsion is provided by a Normo engine with a continuous rating of 1,500 hp at 825 rpm to turn a Hjelset controllable pitch propeller through a Volda gearbox.

Gear handling machinery is by Hydraulik Brattvaag and includes split trawl and includes split trawl winches, four sweepline winches, and two gilson winches, all with remote control from the wheelhouse.

The trawl winches are fitted with the Brattvaag Synchro 1010 and 1000 control systems to semi-automate the working of the trawl.

Eldborgtral has been built for a partnership of three owners headed by Skipper Roar Wolstad of Aalsund. Although she is fitted out for stern trawling, her arrangement will allow her to equip for autolining or gill netting.

there are single and two berth cabins.

Eldborgtral is working with a crew of nine and, having tried out her fishing gear during the trip from Norway, made a small landing at Fraserburgh. Her Hiab crane was used to offload the catch.

On board the vessel during her visit to Scotland were representatives from the builders and WENSA, also some of the firms which have supplied equipment to the boat.

Floating

Langsten Slip & Baatbygerri is situated on Tomrefjord and is headed by Sverre E. Tomren, who has been one of the owners of the yard since 1945.

It has a workforce of 110 and has built between 70 and 80 vessels varying from 36ft. to 197ft. The yard has a covered building berth and also operates a floating dock for repair and overhaul work.

WENSA represents 48 shipyards along Norway's west coast, a number of which are already well known to Scottish fishermen, having built a number of purse seiners and dual-purpose vessels for them in recent years.

One member yard — Sigbjorn Iversen at Flekkefjord — has just received its fifth order from the same Scottish owner. Mr. Iversen was also on board *Eldborgtral* during her stay in Fraserburgh.

Loans

There is a particular incentive for British fishermen to build vessels in Norway, as the West Norway Shipbuilders' Association (WENSA) is able to arrange 70 per cent loans repaid over seven years.

Of stern trawler layout, *Eldborgtral* has been built for a partnership of three owners headed by Skipper Roar Wolstad of Aalsund. Although she is fitted out for stern trawling, her arrangement will allow her to equip for autolining or gill netting.

Accommodation for the crew is to a high standard and

Scots firm gets the States reeling!

Peter Hjul reports from Boston, USA, where a record breaking fishing show reflected the boom in the country's fishing industry. British firms took part in a joint venture to show their gear to men who want the best

AMERICA'S annual Fish Expo fishing exhibition set records for attendance and the number of exhibits when it was held in Boston earlier this month.

British firms were pleased with their reception, especially Lossie Hydraulics which soon sold the haulers and reels on show.

Fish Expo alternates between Boston and Seattle, on the west coast. The Boston show is usually smaller, but not this year.

Most sections of American fisheries are thriving under the new 200-mile economic zone. While Europeans argue over who gets what, the dispute across the Atlantic is not nearly so complicated, although fishermen on the US-Canada or US-Mexico borders may disagree.

The industry is now vigorously growing into areas and catch opportunities once dominated by foreign trawlers. And to do this it needs boats, better equipment and more processing facilities.

There is a boom in fishing boat building right through the country. The boats are getting bigger, and owners are willing to pay much more than they ever did before to ensure that they are equipped to fish as efficiently as possible.

They want hydraulics for powering deck machinery; the best fish finders and navigators; and good nets and the right winches, drums and haulers.

"We have learnt that first-class is the best way to travel to our new exclusive fishing waters," said one skipper.

Many of the 313 exhibitors at Fish Expo were delighted to find that other fishermen shared this attitude. In the past when electronics or some other sophisticated aspect of fish hunting came up for discussion at the morning seminars, run in conjunction with the show, the audience faded away.

This year the sessions on electronic fish finding — addressed by Nathan Roundy of Wesmar and Captain Andy Weiss of Atlas Elektronik — were so packed that they were repeated in the afternoon for people who could not get in.

Among those pulling in the business were the handful of British firms that took advantage of the joint venture sponsored by the British Overseas Trade Board and organised by the Westminster Chamber of Commerce.

This year only ten British firms came along, but their success should start a queue for the Seattle Expo in October 1979.

Standholders had 1,645 enquiries and business done amounted to £124,000. This does not, of course, include expected business which should amount to several hundreds of thousands more.

Jubilant David Tait of Lossie Hydraulic Co. had "sold" stickers (with the buyers' names) over all the £12,500 worth of haulers and seine net reels his company had brought over.

He was preparing to set off on a visit to several New England ports to see boats and advise owners on the equipment they need to move into Scottish seining.

Experience with this method in Canada, plus a test project carried out by the University of Rhode Island, have made it a focus of interest.

Also cashing in on this was Bridport-Gundry, through its American subsidiary Brownell & Co., with its range of Jackson trawls.

Ken Bellamy of Afos was kept busy by processors interested in smoking kilns and, across the aisle, Intel Engineers of Aberdeen had numerous enquiries. Other exhibitors in the British joint venture included Cossie, Gardner and Sons, and Avon Inflatables.

American boatyards were well in evidence. Deco Marine of Florida had just been celebrating its 2,000th wood and 100th GRP boat. It is now churning boats out at the rate of 16 a month and at Expo introduced a new design.

This is described as a "whaleback" version of the yard's standard 75 ft. GRP hull and it has been designed specially for the more rugged conditions of the North Pacific and North Atlantic. The first will be launched before the end of the year and nine more had been ordered in late October.

But the big news of GRP came from the Boston naval architect John Gilbert.

Below: the British group had an aisle to itself. Afos is on the left and Intel Engineers on the right.

Speaking at a seminar on Tomorrow's Fishing Vessels, he said his firm had just designed a 94 ft. GRP stern trawler and that four were on order from the New Hampshire moulders, Bruno & Stillman.

This yard began with low-priced, simple GRP boats of 35 and 42 ft. It then brought out a 55 ft. vessel.

The new series will be combination vessels to fish off the New England coast out to the Georges Bank. The boat will have a foreward wheelhouse and be powered by an 850 hp engine turning a single screw in a nozzle.

Construction will be a method using a plug without a mould, which, says Bruno & Stillman, will bring the cost down.

The boat will be of single-skin GRP and heavily framed. It is being built to the +100 classification of the American Bureau of Shipping as a fishing craft for unrestricted ocean use. The first of the series is due to be launched in March 1979.

Some of the most advanced gear and fishing instruments on show came from Europe or Japan. But Marco of Seattle was kept busy throughout the show demonstrating its new TiLiner automatic longlining system.

This is the American company's challenge to the Norwegian Autoline and the strong claim is that it does the same job for much less capital cost and without the need to design a boat round it.

The system includes a bait cutter and a baiting machine. For hauling, the TiLiner has three components: a special roller mounted on the gunwale which controls line twisting, a take-up power head and foot pedal control.

To set the gear, two spools with line, snoods and hooks are mounted on a setting stand forward of the bait trough. Spring-operated latches on the stand enable spools to be easily pulled off or pushed on.

From these spools, the line, snoods and hooks move through the bait trough where the hooks are automatically baited. Stiff brushes in the exit chute ensure that the bait is firmly hooked. One crew member can control tension on the line while setting.

Now thoroughly tested, more than a dozen TiLiner systems have been supplied and installed. Many others are on order at around £12,500, including several sold during Fish Expo.

Arenco, Baader and many other makers of processing machinery took part in Fish Expo. In the labour-expensive American industry, there is considerable incentive to mechanise at sea and ashore.

Arenco was asked many times about the Danish Shetland gutting machine, which it represented at the show.

Another machine which attracted attention, although it was there only in a photograph, was a remarkable mobile fish unloader which the Nova Scotia firm Atlantic Bridge Company (ABCO), designed and built for use in Newfoundland.

This air unloader is able to handle a variety of fish, bringing it ashore in good condition from the boat. It is a self-contained unit mounted on a 45 ft. flatbed trailer. It has its own weigh station and discharge conveyor, plus self-erecting gantry. The plant is powered by a 75 hp Deutz diesel engine and can discharge fish at the rate of about 45,000 lb. an hour.

The idea behind the mobile unit is that it can be readily moved around the coast of Newfoundland wherever boats have catches to land. It will save fishermen long journeys to and from the grounds.

This ABCO air unloader, mounted on its trailer, has been built to move along the Newfoundland coast to discharge fishing boats.

'No' to mackerel debate

AN MP'S plea for the House of Commons to urgently discuss the Cornish mackerel situation was turned down by the Speaker on Monday last week.

Robert Hicks, Conservative MP for Bodmin, asked for urgent consideration to be given to "the threat to the inshore fishing industry of south-west England as a consequence of recent developments in the fishing of mackerel."

He said: "In recent days there has been a major concentration of United Kingdom fishing vessels off the coast of South Devon and South Cornwall fishing for mackerel.

"At present there are 24 purse seiners fishing these waters, with the prospect of more to come. In addition, there are 15 large freezer trawlers.

"Most of these large modern vessels, using industrial fishing techniques, have descended on these traditionally inshore waters from other parts of the United Kingdom. There are also at present about 24 visiting trawlers in these waters.

He told the House that there were about 25 transshipment fish-processing vessels, mainly from the Soviet Union and the Eastern bloc countries, eager to purchase and some capable of processing amounts of fish in excess of 100 tons a day per vessel.

"There are also significant side effects, each of which contributes to the urgency of the matter that I am bringing to the attention of the House. Such as the risks of collision between the larger vessels and the smaller inshore vessels in the confined areas where the mackerel are to be found, and the risks of pollution both from dumping fish at sea and from the processing vessels inshore.

Mr. Hicks said repeated and urgent representations had been made to the Ministry of Agriculture, Fisheries and Food and to Ministers, including the Prime Minister, by West-country Members and interested organisations.

"No decisions have yet been announced by Ministers about the need to extend the exclusive limit for hand liners and smaller inshore craft from the present three-mile limit to six miles.

"A new scheme based on quotas dependent upon the length of the vessel has been introduced, but the urgent problem of enforcing the quotas still remains."

There was no doubt that more fish were being taken from the water than the amounts allowed under the landing and transhipment quotas. But there was still a check by Ministry officials on the Soviet and other processing vessels, to ascertain the amount of fish they actually took on board for processing.

"The matter is urgent. The situation must not be allowed to deteriorate or to become ugly.

Cornwall's economy was narrowly based. Not only were jobs at stake but the very livelihood of certain coastal communities was being put at risk, "while the Minister dithers over the question of extending the inshore limit and regulating certain of the methods now used by the larger vessels."

The future of the mackerel stock was being jeopardised and this was a national consideration, not merely a country one, Mr. Hicks said.

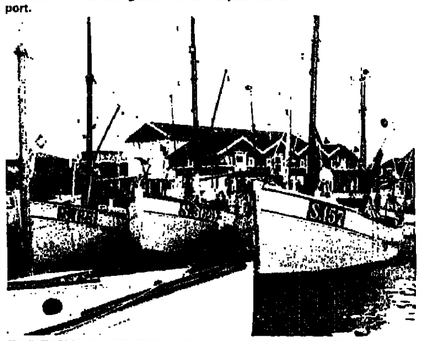
However, the Speaker said he was unable to accede to the application and he did not give no reason.

Dr. A. C. Jason of Aberdeen's Torry Research Station explains the Torry meter for measuring the freshness of fish to interested visitors.

DANES WARNED OF 'DISASTER' IN NORTH SEA

Buchan spells it out

Above: A rueful look on the face of Gilbert Buchan as he looks at the baby herring pouring into the fish market at Skagen from the Baltic. Below: The inshore fleet at Skagen mainly concentrates on trawling. The vessel in the foreground (S157) is just one of two seiners left in the port.



Above: Monofilament gill nets which have become the subject of a lot of criticism were well in evidence in Denmark.

Below: The go anywhere, do anything, type of fishing undertaken by the Danish fleet is seen illustrated here by this 140ft. boat moored at Skagen. She carries an 80mm white fish net and a 16mm industrial net, plus a net for sandeels. She is manned by a crew of five.

THERE was some tough talking in Denmark last week when a team of British fishermen's leaders visited the country's leading ports. HARRY BARRETT accompanied the tour and reports on the discussions that took place.

DENMARK WAS warned last week that its fleet would have to be drastically cut-back if a disaster was to be avoided in the North Sea.

With the full might of the Danish fleet on display to a visiting team of British fishing representatives, the president of the Scottish Fishermen's Federation, Gilbert Buchan, said: "I can only be impressed by the way you have organised your industry — but it frightens me to death. Controls are vital with super-catching power like this."

The visit to Denmark was in return for a similar tour of Britain by Danish fishing leaders earlier this year.

The British team included: Austen Laing, director-general of the British Fishing Federation; George Crawford, chairman of the National Federation of Fishermen's Organisations, and vice-president, Fred Parkes; Jim Lovie, chairman of the Scottish Fishermen's Organisation and his deputy chief-executive, Ian MacSween.

Meeting

The tour took in the major ports of Esbjerg, Hanstholm, Skagen and Hirtshals where meetings were held with local fishermen's associations.

The lavish hospitality provided by the Danish fishermen did nothing to blunt some very straight talking — especially from the British side. But there was some hint of movement at fishermen level towards the British position on exclusive limits and industrial fishing for herring.

"If the overall EEC package is right for us we would compromise by backing a 12-mile exclusive limit for Britain. And we would go along with an all-time ban on industrial fishing for herring", said Laurits Toernaes, chairman of the Danish Sea Fishery Association.

This view was backed up by fishermen in other Danish ports but, by the time the British team faced Ministry officials in Copenhagen, there was less than enthusiasm for this type of compromise.

What did become clear was that the right package for Denmark would include a relaxation of the Norway pout box.

Obviously smarting from Minister John Silkin's action on Norway pout, Laurits Toernaes said: "If haddock and whiting need protection then you have to make regulations concerning these fish — but not Norway pout."

He called for areas of the pout box to be opened where there would be no harm to other species and suggested that fishing should be allowed to take place below 70 fathoms.

At a meeting with fishermen in Hirtshals, feelings were running high over the pout box and Gilbert Buchan was in no mood for apology.

"Our white fish catches have been getting smaller and Britain is the only country in the EEC to take conservation measures.

"With the introduction of the Larsen trawl you built up an industrial fishery for herring. You cleaned this up and now you have turned your attention to Norway pout. I am fully behind John Silkin."

Haddock

George Crawford, pointing our the value of the pout box, told the Danes that as a result of this measure a new brood of haddock and whiting is coming into the North Sea.

He referred to the herring ban and explained the predicament Britain had been placed in. "To get 3,000 tonnes of herring to keep our fishermen going, we would have had to give the EEC 30,000 tonnes. We decided to have no herring at all and save the stock."

The only hope given to the Danes was a guarded comment by Austen Laing. He said that, when there is an effective and adequate conservation regime, then there could perhaps be some relax-

Jumbo mackerel — three to the kilo — being taken by the Danish fleet from 5½° West of Shetland.

ation of British measures.

Mr. Laing: ... there should be ... choice" between ... and another ... management ... Fishermen should ... to cut their catch ... per cent on one ... increase them ... amount on ...

Individuals ... be treated ... have to ... fishery, he said.

This would ... count the ... one stock ... the wide ... error.

Mr. Laing: ... some stocks ... would have ... special case.

Appealing ... move towards ... position, Auste ... "With your ... better deal ... that will benefit ... the North Sea ... no better fri... us."

In a call ... Denmark ... Parkes said ... lot of battles ... and not only ... "You have ... between your ... industrial fleet ... going to have ... English and ... fishermen."

Following ... seeing unlimited ... ing ashore at ... was an even ... store for the ... when they got ... Wednesday ... thousand boxes ... ing taken in ... Kattegatt were ... the market.

The small ... selling at around ... and it was ... out by George ... this was the ... ed in British ... Longstone.

The local ... handling 200 ... a day, which ... dards ... small to ...

Herring estimated at 1½-years-old move up the conveyors into the fish processing factory at Skagen.

'Cosy deal on small herring'

There was also some surprise that a minimum size on herring from the Baltic was in force. But there appears to be a cosy two-way arrangement with Sweden which gets round this. Each country imports the others herrings!

In refuting claims that they had done nothing about North Sea conservation, the Danes said that they had accepted the idea of a small pout box and a reduction in by-catches; they had also gone along with proposals for bigger mesh sizes.

The Danish view is that they have a more general approach to conservation, while the British with their total bans go beyond the realities of the situation.

One subject on which there was common ground for concern was the growth of gill-netting for cod. The Danes were quick to acknowledge that they had not controlled gill netting and were now worried. There was also a warning from Jim Lovie that this method of fishing was going to be difficult to contain in Scotland.

"This is the deadliest way of fishing for cod and you have handled the cod fishery very badly," Jim Lovie told the Danes.

Cotton

Jim Lovie added that a start could be made on the gill net problem by bringing in legislation to restrict fishing to cotton nets.

The call for controls on gill-netters was echoed by George Crawford, who said that there were now 90 gill-netters operating from Northumberland.

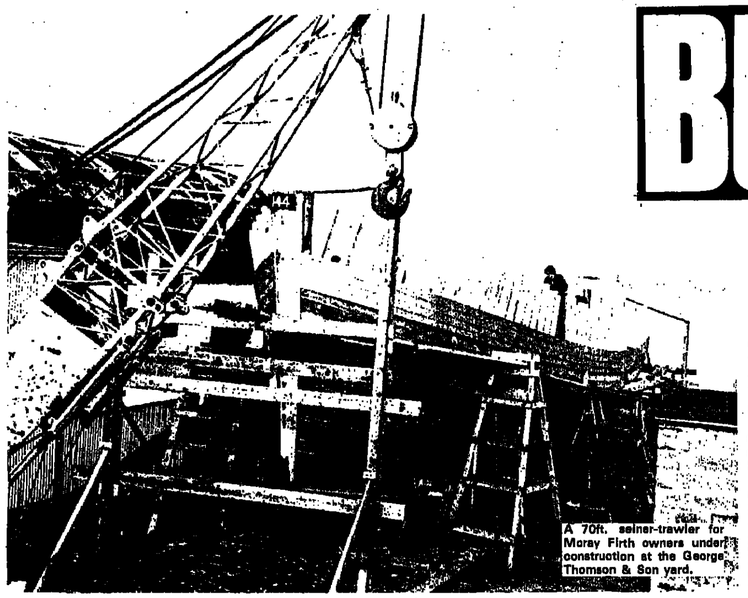
"This gear has brought an entirely new way of living to many fishermen. I support this, but it must be controlled," he said.

The British team ready to leave for the last part of their visit to Copenhagen where they met Danish ministry officials.

ONE SCOT who is directly concerned with Danish fishing problems is Neil Innes from Buckie. He has been fishing on Danish boats since he married a local girl from Esbjerg 14 years ago. However, Neil has not been that far from home recently as his 33m. trawler *Capricorn* has been fishing for sprats in the English Channel. On the quayside at Esbjerg, he told *Fishing News* that the fisherman's situation in Denmark had altered drastically since North Sea conservation measures were introduced.

Above: Ever vigilant Jim Lovie, chief executive of the Scottish Fishermen's Organisation, checks the nets on a Danish trawler. Below: Fish buyers move in on the Skagen fish market. Note the handy arrangements for the marking up boards.

BUCKIE YARDS BOOM



A 70ft. seiner-trawler for Moray Firth owners under construction at the George Thomson & Son yard.

12 boats on order

THREE boatbuilding yards at Buckie have 12 boats under construction or on order. During the past few months Jones Buckie Shipyard has booked three orders for wooden-hulled vessels and has had a lot of enquiries.

Two of the vessels on order are 74 ft. transom-sterned seiner-trawlers of traditional Scottish layout.

Designed by G. L. Watson and Co., they are to be built for two Loesiemouth skippers Mr. N. Stewart and Mr. E. G. Fiske. The keel for Skipper Stewart's boat is just about to be laid whilst work on the other vessel will begin next year.

Skipper Stewart's boat is to be powered by twin Gardner engines and her gear handling machinery is to include D. F. Sutherland winch and Lossie seine rope reels and power block.

Equipment chosen for Skipper Fiske's vessel includes Caterpillar D353 propulsion engine, Sutherland winch and Lossie Hydraulics rope reels and power block.

Both boats will have aluminium whalebacks and deck shelters.

The third vessel ordered from Jones is to be built for Mr. H. L. Holbrook of Bridlington, Yorkshire.

With an overall length of 56 ft., she is of a new design from G. L. Watson and her keel is just about to be laid at the builders yard in Lossiemouth. She will have a transom stern and her equipment is to include Kelvin engine, Norwinch winch and Lossie Hydraulics power block.

Work is now well under way at Jones's Buckie yard on an 80 ft. pair trawler being built for Denby Trawlers Ltd. of Grimsby. The hull is planked and deck beams are in place.

With a transom stern and beam of 23 ft., she is to a G. L. Watson design and will be powered by a Kelvin 375 hp engine turning a Hundested variable pitch propeller.

Trawl winch will be supplied by James Robertson and Sons (Fleetwood) Ltd. and the vessel is also to have a fishroom chilling plant from Promac of Holland.

A spokesman for Jones told *Fishing News* that inquiries had come from as far afield as the Westcountry.

Vessels in the 56 ft. and 74 ft. size ranges appear to be arousing the greatest interest.

Propeller

At the Herd and Mackenzie yard in Buckie five boats in wood and steel are at various stages of construction. All these vessels have been designed by the builders.

Yard No. 270 is a steel-hulled trawler being built for Skipper McKay of Fraserburgh.

Of round bilge hull form, she is to a new design and is a stern trawler layout with the superstructure forward. Overall length is 70 ft.

Propulsion will be provided by a 500 hp Kelvin engine turning a Finnoy controllable pitch propeller. Gear handling equipment is to include Jensen winch and net drum. The vessel will be fitted with three fish tanks provided with a seawater circulating system.

A smaller steel vessel of stern trawler layout is under construction alongside Skipper McKay's boat.

The 54ft. *Bahati* being launched from the George Thomson yard. She is one of two sister-ships built specially for pair trawling.

The two pictures below are of the 80 ft. wooden hulled trawler which is being built by Jones Buckie Shipyard Ltd. for Denby Trawlers Ltd. of Grimsby. The hull is planked and deck beams are in place. The boat will be equipped with fishroom cooling plant.

Designated Yard No. 272, she is being built for Skipper A. B. Johnstone of Port Seton in East Lothian.

She will be powered by a Caterpillar 3408 engine of 365 hp.

With an overall length of 56 ft., she is of similar design to the very successful series of nine small steel stern trawlers built by Herd and Mackenzie during recent years, but she is also to be fitted for seine net fishing.

Her fittings are to include Northern Tool and Gear winch and Lossie Hydraulics power block and rope reels.

Yard No. 273 is a 65 ft. wooden vessel for Skipper Andrew Flett of Hopeman, and she will be powered by a 415 hp Kelvin engine.

Yard No. 274 will be another 56 ft. steel stern trawler. She is being built to the order of Skipper Albert Watt of Gardenstown and will have a Caterpillar 3408 propulsion engine.

Grimsby

The fifth vessel, Yard No. 275, is an 80 ft. wooden-hulled pair trawler for Riverside Trawlers Ltd. of Grimsby. She will be powered by a 375 hp Kelvin engine and will have a Promac fishroom cooling plant.

The third Buckie yard, George Thomson and Son, is building three wooden-hulled boats and has had a lot of inquiries. Two 54 ft. wooden-hulled pair trawlers — *Kedana* and *Bahati* — are now being fitted out. These are being built for Skippers Joe Aitken and Ian McDonald and are designed for pair trawling together.

Designed by the Napier Co. (Arbroath), they are to be fitted with identical equipment.

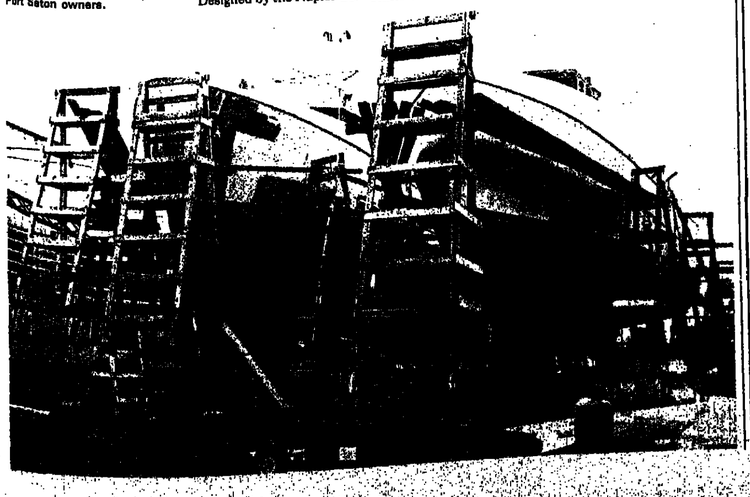
The main engine will be a Volvo 260 hp unit turning the propeller in a Kort nozzle, and gear handling units will include Lossie split net drum and Sutherland winch.

A 70 ft. wooden-hulled seiner-trawler of traditional layout is also on the stocks at the Thomson yard.

Designed by G. L. Watson, she will have a Kelvin 500 hp engine and will be fitted with Jensen winch, and Lossie power block and cargo winch.

She is being built to the order of Messrs. Cowie of Buckie and Ritchie of Whitehills.

Two steel vessels being built at the Herd and Mackenzie yard. The vessel on the left is a 70 ft. stern trawler for Fraserburgh and (right) is a 56-footer for Port Seton owners.



Sorting out sealants

"WE ARE in process of giving a fairly ancient wooden boat a complete refit and are somewhat bemused by the enormous range of sealing compositions available.

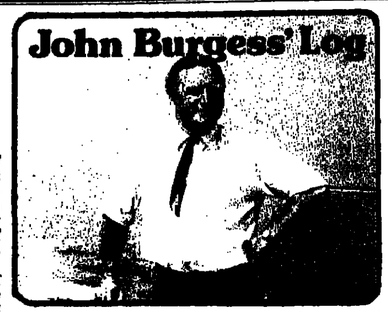
"We have no means of knowing which it would be best to use for preventing leaks through deck fittings etc.

"What we really need is a composition we can use both for sealing purposes and sticking things together. Can you recommend one which we are likely to be able to obtain locally?"

□ I think you will find that Dow Corning's marine silicone rubber sealant and adhesive would meet your need as well, if not better, than any other composition currently available.

It is easy to apply, is touch dry within an hour and, within 24 hours, cures into a firmly adhering, flexible seal which will withstand any variations in temperature and weather likely to occur in British waters.

John Burgess' Log



It can not only be used for sealing joints between wood surfaces but those between metal, glass, GRP and plastic surfaces as well. And it can also be used to bond pieces of these various materials firmly and permanently together.

It can be used both above and below the waterline, also it is resistant to acids and most other chemicals by which it is likely to be attacked in a boat.

In addition to being excellent for sealing and bonding purposes, it can be used for insulating electrical parts and protecting them against salt spray and humidity.

It can also be used to make gaskets and it can be applied to the bottoms of any movables to prevent them sliding about when at sea.

It is made by Dow Corning Ltd., Reading Bridge House, Reading, Berkshire, which guarantees that it will not shrink, crack, crumble or otherwise for at least ten years.

It is distributed in the UK by Fleximent Ltd., 61 Bridge Road, East Molesey, Surrey, which will tell you where you can buy it locally.

Seats for helmsmen

A SHORT WHILE AGO a reader wanted to know where he could get a compact helmsman's seat for a new boat which he was in process of fitting out.

I told him he could probably get one from the nearest stockist of Simpson-Lawrence equipment. I have since learnt that the firm's stock of seats is exhausted.

Should you be in urgent need of a seat, you will be interested to know that another supplier of helmsman's seats is Telesonic Marine Ltd., 243 Euston Road, London NW1 2BT.

The company can supply both a compact seat suitable for fitting in small craft and a more elaborate one resembling the skipper's chair currently being imported into the UK.

Concrete ballast

"WE HAVE a steel-sided barge with an elm bottom that we use as a floating workshop.

"We have recently renewed the bottom and are wondering whether we can safely lay six inches of reinforced concrete, to serve both as ballast and a floor for machinery, or whether this might cause the wood to rot rapidly.

"What is your opinion?"

□ I have consulted an experienced shipwright, who claims to have ballasted many boats with concrete, about your problem. He says that if you apply two coats of black varnish to the elm and then sprinkle them with dry cement before you pour the concrete, there should be no risk of the wood rotting.

Personally, I think it might pay you to consider closely the respective merits of black varnish and a composition called Bitumen Resin Preservative for coating the wood.

The latter is a treated bitumen enamel prepared for the general protection and waterproofing of boats' bottoms and bilges. It does not craze nor become porous underwater.

It can be applied directly and easily to bare timber by brush. It fills and seals the grain, also toughens its surface. It penetrates and preserves wood and could also be used on the steel sides of your barge.

As it has powerful sealing properties, it would protect them effectively against corrosion. It is exceptionally durable and retains its water repelling properties for several years.

I prefer it for all purposes for which I formerly used black varnish, but I do not know how the cost of using it for a job like yours would compare with the cost of applying black varnish.

You could find out, if you want, from the sole manufacturer: Geoff Watts Marine Compositions, Sandhills, Russell Road, Shepperton-on-Thames, Middlesex.

Baiting crawfish

"I AM going to set some pots with 9½in. diameter top entrances, in addition to the creels with 4½in. side entrances which I usually work, in the hope of catching crawfish.

"What would be the best kind of bait to use in them?"

□ In an Advisory Leaflet issued not so long ago by the Irish Sea Fisheries Board's Fisheries Development Division, it was stated that experiments carried out off the coast of Donegal demonstrated that fresh red gurnard is the most effective of all baits for catching crawfish.

The leaflet is called *Lobster Baits* and some other information in it may be of use to you too. It says that fresh red gurnard is the bait most favoured by lobster fishermen in that area, also that grey gurnard is favoured because, in addition to being attractive, it has a skin as tough as a red gurnard's which makes it long-lasting in pots.

The experiments showed that fresh dabs are excellent lobster bait and that strings of limpets threaded on wire are quite attractive.

They indicated that larger catches of lobsters, crabs and crawfish are likely to be made if large, instead of small, quantities of bait are used in pots.

But they did not confirm the contention that stale bait is more effective for catching lobsters than fresh bait.

Hebrides seabed

"IN FUTURE I expect to be working to the west of the Outer Hebrides much more than I have done up to now.

"It is an area which I know little about. However, I remember that you once mentioned the existence of an official publication which contains a lot of information about seabed characteristics and wrecks there.

"I should be grateful if you would let me know what its title is and where I can get a copy."

□ The publication to which you refer is the *Underwater Handbook (NP 625) — Western Approaches to the British Isles* — published by the Hydrographic Department of the Navy.

Aim of the book is to present in a single volume, oceanographic, meteorological and miscellaneous data of a general nature pertaining to the area. Among all this is a wealth of information likely to be of practical value to the skippers.

Area covered is the north-eastern region of the North Atlantic Ocean bounded by latitudes 43 deg. and 58 deg. North, by longitude 32 deg. West and by the Atlantic coasts of Scotland, Ireland, France and Spain.

The eastern boundary runs southward along the west coast of Scotland to the Mull of Kintyre, across the North Channel and along the northern, western and southern coasts of Ireland.

The book tells you all about the geographical features of the area, the fishing activity in it, shipping lanes, cable lays, ice, and areas which are dangerous on account of mines.

It provides information in detail about climatic conditions, currents and tidal streams, sea water temperatures and salinities.

A chapter on sea-bed characteristics describes the nature of the bottom all the way out from the coasts to the edge of the continental shelf and beyond.

A complete list of all known charted and uncharted wrecks in the area is included. Details of each are given with the reliance to be placed on its reported position.

There are 735 charted and 570 uncharted wrecks in the area and, since it is not practical to show each individual position on a one page chartlet, the wrecks are grouped into coastal regions.

The regional limits and consecutive numbers of the wrecks within each region are shown on a plate, which facilitates plotting them in a particular region.

A chapter of particular interest to you describes marine life in the area. In it are described the species of plankton, fish, whales, dolphins, seals and sharks which frequent or migrate through it; also marine species which are dangerous to human beings.

There is a table listing the principal sources of marine biological noise such as the grunts of cod, the crackling of shrimps and the croaks of sea trout. There is information about noises made by herring, hake and eels as well. And, for good measure, there is a description of all marine borers and fouling organisms to be found in the area.

Fifteen plates supplement the many excellent illustrations scattered throughout the text. From one of them you will be able to gain some knowledge of the bottom sediments in the area.

You can get a copy of the *Underwater Handbook* from Brown, Son and Ferguson Ltd., 52 Darnley Street, Glasgow S1, or any other agent for the sale of Admiralty charts.

. . . Recalling some of the stories which appeared in our columns this week 50 years ago.

50 years ago

NOVEMBER 24, 1928

ENTIRE crew of Rye lifeboat lost going to the aid of a Latvian steamer in a storm. The disaster 'has resulted in the loss of practically the whole of the fishing population of the little Sussex village.' Eleven boats sink at their mooring at Bembridge, Isle of White, in same storm.

ABERDEEN fish merchants want Italian trawlers to land at the port again. Eighteen Italian ships fished Icelandic grounds from the port with German crews.

GRIMSBY Town Council to promote a Bill to raise £1,388,000 to build a new fish dock. London and North-Eastern Railway Co. would repay the loan through an annual rent.

BRITISH fleet falls to 15,873 boats; 2,920 were steam vessels; 5,098 motor vessels; and 7,376 sailing vessels.

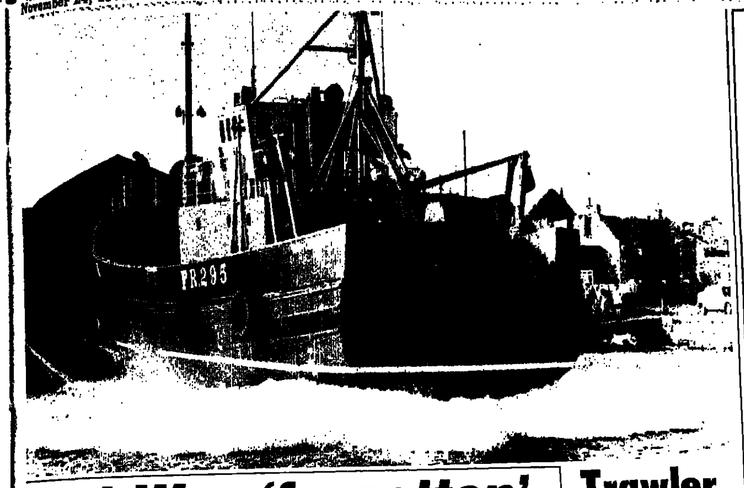
GRIMSBY steam trawler *Max Pemberton* arrives at the port with a catch from the Icelandic grounds and causes a sensation. She had been sold for £5 after being declared a total write off by a local sheriff following going aground off Iceland in March 1928.

WFA RATES

THE White Fish Authority and Herring Industry Board's rates of interest on advances made from November 11 are as follows:

Fishing vessels under 80ft. in length and new engines
Loans for not more than five years 13½%; five to 10 years 13¾%; ten to 15 years 13¾%; more than 15 years 13½%.

Processing Plants
Not more than five years 14%; five to 10 years 14½%; ten to 15 years 14½%; fifteen to 20 years 14½%.



Cod War 'forgotten'

PAY CREWMEN FOR LOST JOBS

GRIMSBY'S prospective Conservative Parliamentary candidate said last week that it was time the Government came up with a scheme for compensating the distant-water trawlermen who lost their jobs as a result of the last Cod War settlement with Iceland.

Robbie Blair is urging James Prior, Shadow Fisheries Minister, to put pressure on Albert Booth, Minister of Employment, on the issue of compensation for the men.

Many have been on the dole since British trawlers left Icelandic waters almost two years ago.

Mr. Blair says he is annoyed at the manner in which the Government has forgotten the whole settlement, especially the question of financial compensation to the trawlermen, after its political capitulation which resulted in the one-sided settlement.

He believes that the only way these trawlermen can be certain of their fair share of any compensation is to keep on signing on the dole so that they are still registered as unemployed.

Trawler hits the water

HITTING the water is the 74ft. wooden-hulled trawler *Constellation II* for Skipper Joseph Buchan of Fraserburgh. She is now fitting out for single and two boat trawling.

The J. & G. Forbes of Sandhavon built boat is of unusual layout having the deckhouse set to port and the wheelhouse on the centre line. A Rapp net drum is fitted on the deck under the wheelhouse.

Constellation II is powered by a Kelvin 500 hp engine and other fittings include a Sutherland trawl winch and Rapp power block.

The vessel is scheduled for completion next month.

. . . charter seiner gives new hope

THE GRIMSBY anchor-seiner *Talona* is being chartered to retrain deepsea fishermen.

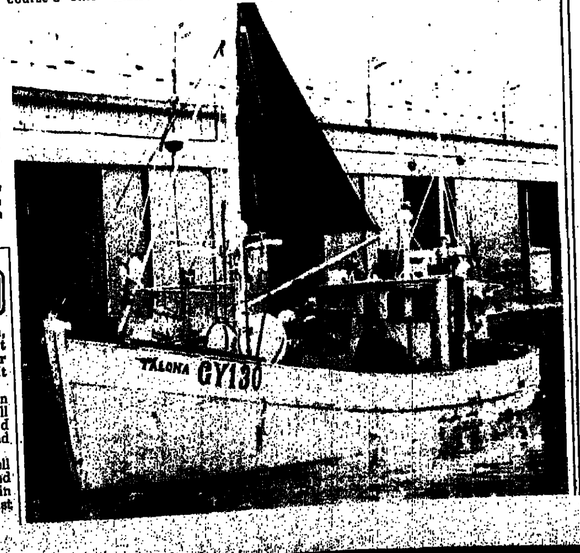
The vessel is for the Government - sponsored scheme devised by Grimsby Fishing Vessel Owners' Association to retrain redundant trawlermen in the operation of small boats in the North Sea.

The pilot scheme, due to start in January, will cater exclusively for Humberside trawlermen, but may well be extended to other ports on a nationwide basis in 1980.

Groups of five or six former trawlermen at a time will be given training in anchor-seining, fly-shooting and mid-water pelagic trawling from *Talona*, which will be under the command of the new course's chief instructor, Skipper Tom Christensen.

The vessel has recently been extensively refitted and this has kept the 29-tonner out of fishing for much of the year. Further work is being put in hand to increase the forward accommodation from four to six berths.

With the distant water industry now at a very low ebb, the inshore fleet is the only hope for the redundant crewmen.



Right: the anchor-seiner *Talona* will sail on trips to retrain Humber deepsea fishermen next year.

OBITUARY

SKIPPER "Laddie" Bush, one of the port's most successful and popular fishermen, has died at Lowestoft aged 78.

He sailed for many years in vessels owned by the Small company and commanded many of the trawling and herring catching.

Skipper Bush was also well known on the West Coast and sailed out of Fleetwood in vessels owned by the East Coast company.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£25,142: *Boston Halifax*, Boston (Sk. R. Harries), 748k, NC, 25 days.
£18,849: *Crystal Palace*, Consol (Sk. W. G. Hardie Jnr), 558k, NC, 26 days.

Middle water

£15,699: *Ross Cougar*, BUT (Sk. J. Major), 531k, W, 17 days.
£15,037: *Ross Cheetah*, BUT (Sk. T. Ross), 523k, W, 16 days.
£14,285: *Ross Kelly*, BUT (Sk. B. McCall), 558k, W, 15 days.
£14,096: *Ross Panther*, BUT (Sk. W. Stokes), 383k, W, 16 days.
£13,310: *Ross Zebra*, BUT (Sk. W. Salt), 507k, W, 16 days.

North Sea

£16,595: *Osako*, Taylor (Sk. R. Penketh), 353k, NS, 10 days.
£14,788: *Ogano*, Taylor (Sk. J. Dacombe), 365k, NS, 15 days.
£12,765: *Loveden*, Lindsey (Sk. G. Ireland), 387k, NS, 12 days.
£12,064: *Tom Grant*, Lindsey (Sk. R. Sinclair), 279k, NS, 12 days.
£9,466: *Sando*, Taylor (Sk. M. Moss), 226k, NS, 11 days.

Seiners

£13,756: *Gadus*, Consol (Sk. O. Jensen), 335k, NS, 12 days.
£13,362: *Edlei*, Danbrit (Sk. L. Gravesen), 310k, NS, 10 days.
£7,487: *Carlo*, Jubilee (Sk. G. Hansen), 228k, NS, 18 days.
£7,355: *Sonderborg*, Consol (Sk. O. Pedersen), 205k, NS, 18 days.
£6,409: *Nyborg*, Jubilee (Sk. B. Olesen), 250k, NS, 18 days.
£5,954: *Lena Sorensen*, Chapman (Sk. B. Jensen), 164k, NS, 18 days.
£5,805: *Helga Maria*, Danbrit (Sk. M. Meyer), 125k, NS, 18 days.
£5,754: *Bennison*, John R. (Sk. A. Hinde), 153k, NS, 17 days.
£5,585: *Fourseas*, Sleight (Sk. O. Thinnesen), 173k, NS, 20 days.

Pair trawls

£25,632: *Geiser*, £12,848: (Sk. M. Clark), 333k, and £12,784: *Green Valley*, (Sk. R. Younger), 338k, both Danbrit, NS, 11 days.
£16,311: *Skanderborg*, £8,697: (Sk. A. Mussell), 277k, and £7,614: *Kathleen*, (Sk. T. Scorer), 242k, both John R., NS, 17 days.
£13,636: *Anna Michelle*, £7,684: (Sk. A. Roach), 220k, 16 days, and £5,952: *Laurids Skomager*, (Sk. P. Harris), 198k, 15 days, both John R., NS.
£12,479: *Caenby*, £6,422: (Sk. C. Spall), 238k, and £6,057: *Ocean Reward*, (Sk. R. Reeves), 241k, both Sleight, NS, 13 days.

Gill-netters

£6,006: *Wardley*, Consol (Sk. E. Lose), 129k, NS, 9 days.
£6,000: *White Bank*, Consol (Sk. O. Christensen), 128k, NS, 8 days.

Belgian trawlers

£28,061: *Marbi* (O 33), Hamling (Sk. P. Van Dillemont), 690k, NS, 10 days.
£20,771: *Zephyr* (Z 571), Hamling (Sk. D. Rappe), 477k, NS, 13 days.
£10,044: *Jean-Helene* (O 315), Hamling (Sk. J. Bassens), 197k, NS, 8 days.

FLEETWOOD

Iceland

£56,012: *Mai*, Marr (Icelandic vessel), 1,672k.

Homewater

£20,341: *Boston Stirling*, Boston (Sk. W. Bridge), 693k, 16 days.
£6,914: *Admiral Hawke*, Hewett (Sk. H. Pook), 183k, 15 days.
£5,339: *Resound*, Ward (Sk. W. Ansell), 123k, 15 days.
£5,200: *London Town*, Hewett (Sk. J. Buckley), 126k, 15 days.
£4,421: *Rosamonda*, Ward (Sk. K. Beavers), 124k, 15 days.

ABERDEEN

£22,626: *Pindarus*, BUT (Sk. J. Glasgow), 676k, S, 13 days.
£20,921: *Ben Lui*, Irvin (Sk. T. Nelson), 596k, F, 18 days.
£18,149: *Jasmin*, J. Wood Group (Sk. E. Parker), 398k, F, 17 days.
£17,074: *Ocean Don*, J. Muir (Sk. J. Muir), 369k, F, 21 days.
£10,635: *Ross Heron*, BUT (Sk. W. Gardner), 348, S, 11 days.
£10,176: *Leswood*, J. Wood Group (Sk. J. Parker), 368k, S, 9 days.
£9,809: *Grampian Prince*, N. Star (Sk. J. Thain), 306k, S, 13 days.

LOWESTOFT

£19,743: *St. Phillip*, East Coast (Sk. T. Martin), 471k, NS, 12 days.
£14,820: *Boston Sea Sprite*, Boston (Sk. M. Raven), 340k, NS, 13 days.
£14,673: *Suffolk Conquest*, Hobsons (Sk. R. Fiske), 326k, NS, 12 days.
£14,330: *Huddersfield Town*, East Coast (Sk. J. Peake), 386k, NS, 13 days.
£13,364: *Barnsley*, East Coast (Sk. P. Hawkins), 304k, NS, 13 days.
£12,870: *Hatherleigh*, Putford (Sk. B. Turner), 276k, NS, 13 days.

NORTH SHIELDS

£13,898: *Ben Glas*, Irvin (Sk. S. Sheader), 33,046kg, NS, 9 days.
£10,293: *Ben Strome*, Irvin (Sk. E. Longhorn), 16,142kg, NS, 9 days.
£9,530: *Ben Meidie*, Irvin (Sk. T. F. Jamieson), 13,967kg, NS, 8 days.

Under 80 ft

£8,861: *Bishop Burton*, Newington (Sk. T. Fairley), 13,117kg, NS, 7 days.
£7,486: *Christine Nielsen*, Irvin (Sk. C. Ellis), 10,434kg, NS, 3 days.
£5,728: *Cherry Burton*, Newington (Sk. J. Buchanan), 10,972kg, NS, 7 days.
£4,981: *Burton Fleming*, Newington (Sk. A. Lopez), 10,613kg, NS, 8 days.
£4,294: *Conduan*, Irvin (Sk. N. Morse), 7,210kg, NS, 3 days.

MILFORD HAVEN

£9,330: *Norrard Star*, Norrard (Sk. J. Rogers), 190k, 12 days.
£8,483: *Bryher*, Norrard (Sk. A. James), 144k, 13 days.
£2,151: *Westerdale*, Linke (Sk. T. Smith), 19k, 5 days.
£2,070: *Arthur Harvey*, (Sk. F. Reynolds), 32k, 5 days.

KEY: Bi Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

£28.50/£36.30 (£30.56): mock halibut, £32.40/£35 (£32.71); best plaice, £51/£53.25 (£51.91); medium, £50/£53.75 (£51.14); best small, £48/£50.50 (£48.66); small, £48; best lemon sole, £75; medium, £73. (bulk) cod, £47.30/£51.85 (£48.60); codling, £43.40/£43.90 (£43.45); large haddock, £51.50/£59.50 (£55.02); small, £49.50/£55.75 (£51.79); coley, £33/£35.50 (£33.84); tusk, £18; ling, £29/£32 (£31); bergylts, £27/£33.90 (£29.21); ray, £19/£20.60 (£19.64); rockfish, £25.50/£28.20 (£26.64); mock halibut, £32.40; halibut, £80/£90.50 (£83.30.

FLEETWOOD

Prices *per 10st kit:* lemon sole, £30; hake, £92/£116; conger, £24/£25; cod, £47/£71; haddock, £46/£74; witches, £22; ling, £39; coley, £36/£38.50; dogfish, £23/£27; monkfish, £40.50; roker, £46.50/£66.50; whiting, £32/£38.

MILFORD HAVEN

136 kits from one boat. Prices *per 8st kit:* large cod, £42; large plaice, £55; medium, £56; small, £35; turbot, £135; Dover sole, £202; slips, £140; tongues, £80; whiting, £25; brill, £80; squid, £51; large ray, £60; medium, £50; small, £36; dogfish, £15.

FOLKESTONE

Five boats landing. Prices *per stone.* Plaice £6.90/£7; skate, £3.45/£3.55; whiting £1.50/£1.70; pouting, 95p/£1.50; codling, £3.70; large and medium cod, £4.20/£4.55; monkfish, £9; conger, £3.50/£3.85. Prices *per lb.* Slips, 98p/£1.05; large and medium Dover sole, £1.35/£1.41; lemon sole, 60p/65p; large turbot, £1; medium and small, 85p; bass, £1/£1.01.

TUESDAY, NOVEMBER 21

ABERDEEN

93 tonnes from 10 Faroe and North Sea boats. Prices *per cwt:* cod, £46.50/£53; large codling, £45/£48.50; medium, £43.40/£49; small, £28.50/£39; ling, £24/£26.50; saithe, £25.80/£28; extra large haddock, £48/£51; large, £38/£44; medium, £36/£42; small, £28.50/£34.70; whiting, £22/£30; lemon sole, £44/£80; plaice, £40/£58; dogfish, £15.60/£18.80; skate, £32.50. Prices *per stone:* turbot, £25; halibut, £10.20/£28.20.

LOWESTOFT

503 kits from three boats. Prices *per 10st kit:* cod, £50/£65; lemon sole, £60/£74; large plaice, £53/£60; medium, £59/£63; small, £50/£59; codling, £26/£60; large haddock, £50/£58; small, £32/£38; large turbot, £180/£185; small, £90/£113; whiting, £15; Dover sole, £260/£284; slips, £160/£170; brill, £45/£60; dabs, £26/£30; catfish, £24; dogfish, £25/£42; monkfish, £70.

NORTH SHIELDS

Prices *per 40-kilo unit:* large cod, £41.25/£48.50; medium, £39/£46.50; small medium, £40; selected small, £34/£40; small, £25/£28; medium haddock, £34.50/£39.75; small, £23.25/£27; selected whiting, £17/£20; small, £5.50/£11; large lemon sole, £71/£72; medium, £65/£71; small, £45/£50; large dogfish, £16.25/£19; medium, £9/£13.50; small saithe, £15/£20.

PETERHEAD

2,498 boxes from 23 boats. Prices *per stone:* cod and large codling, £6.60/£7.10; medium, £6.10/£6.80; small, £5.10/£5.70; coalfish, £3.20/£3.40; monkfish, £6.10/£6.30; squid, £7/£8; skate, £3.50/£4.40; medium sole, £8.50/£9; plaice, £4.50/£6; dogfish, £1.70/£1.90; gutted whiting, £4.40/£4.80; small round whiting, £2.60/£2.90. Price *per box:* extra large haddock, £35; large, £42/£46; medium, £30/£40; small, £33.50/£37.50.

ARBROATH

18 boats landing. Prices *per box:* medium haddock, £20/£22; selected, £25/£27; small, £23/£25; large codling, £20/£22; medium, £20/£21; small, £23/£25; large whiting, £13/£15; small, £14/£16. Prices *per stone* lemon sole, £6/£6.50; dab, £3.50/£4.

LOSSIEMOUTH

80 boxes from three boats. Prices *per stone:* haddock, £3.50/£4.50; codling, £4; whiting, £2.40/£2.60; plaice, £4/£6; lemon sole, £6; monkfish, £3.50.

MACDUFF

450 boxes from 19 boats. Prices *per stone:* lemon sole, £6.20/£9; squid, £6.40/£7.80; monkfish, £4.40/£4.60; plaice, £4.60/£7.60. Prices *per box:* medium coley, £33.60/£43.80; small haddock, £26/£28.20; selected whiting, £23.80; round whiting, £15.20/£18.80.

WEDNESDAY, NOVEMBER 23

NEWLYN

Prices *per stone:* mackerel, price range from 90p to 50p, according to size; red mullet, £15; large whiting, £4.40; medium, £3; small, £2.50; large pouting, £2.50; small, £2; large plaice, £5.50; medium, £5.50; small, £4; large lemon sole, £8.50; medium, £7; small, £3.50; large ray, £4; large medium, £4; small medium, £2.80; small, £1.20; ling, £4; squid, £8; large John Dory, £6; medium, £10; small, £5.50; large dogfish, £1.50; medium, £1; small, 70p. Price *per lb:* bass, £1.20.

BILLINGSGATE

ON TUESDAY 219 tons were delivered. Average selling prices on merchants' stalls: rainbow trout, 60p/70p; soles, tongues, 80p/70p; slips, 80p/90p; medium, 95p/£2.05; large, £1.90/£2; cels, £1.25; foreign smoked salmon, £3; *per lb*; large turbot, £21/£22.40; medium, £14.70/£16.80; small, £9.80/£11.20; large brill, £7/£8.40; medium, £4.20/£5.60; small, £2.80/£3.50; English plaice: 1½lb-2lb, £6.40/£7; large halibut, £28/£32.20; medium, £28/£32.20; small, £14/£16.80; selected lemon sole, £10/£12; large witches, £4.50/£5.50; small, £3.75/£4.50; headless home water cod, £8/£9; fillets, shelf cod, £12/£14; bulk, £9/£12; bream, £10; coalfish, £6/£7; haddock, £11/£15; gibbers, £6.50; jumbos, £7; selected whiting, £3/£3.80; small, £2/£3.20; small English dogfish, £7/£9.80; large, £8/£10.70; fresh herrings, £6.20; London cured dry haddocks, £9.60; dry fillets, £11; golden cutlets, £9.60; filleted kippers, £8; selected kippers, £8; sprats, £1; monkfish (skinned), £10; hake, £22.40; grey mullet, £7; squid, £10; large roker, £10/£13.50; small, £8/£11.50; small skate, £5/£7; red mullet, £21 *per stone.*

SHELLFISH

SELECTED lobsters, £3.50/£3.80; unsorted, £2.40/£3; over 3lb, 30p/60p; under 3lb, 20p/50p; small, unsorted, 10p/30p; prawns, 65p/£1 *per lb*; oysters, £15/£28 *per 100*; Scotch winkles, £17; Irish, £17.10 *per cwt*; mussels, Scotch, £5.75; Irish, £6.25 *per bag*; shrimps, brown, £1/£1.60; English cockles, £2/£2.30 *per gallon.*

FROZEN FISH

ATLANTIC salmon, £1.30; Canadian halibut, £1.38; scampi, £1.40/£4; hun seam, 48p; grey mullet, 43p; berbouni, 66p; wing fat, 55p *per lb*; fillets, plaice, £9.10; cod, £8; haddock, £8.20; squid, £4.90/£5.32; kippers, £1.60 *per stone.*

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Faroe and Westerly: *Ross Cheetah, Ross Cougar, Ross Jackal, Ross Kelly, Ross Lynx, Ross Panther, Ross Tiger* and *Ross Zebra.*

HULL

Expected during the week from Norway Coast: *St. Dominic.*

PORT MARKETS

FRIDAY, NOVEMBER 17

DUBLIN

A supply of 1,000 boxes, mainly from Howth and Skerries, met a good demand. Prices *per lb:* prawns, 20p/£1.15; sole, £1.40/£1.50; slips, 45p/50p; plaice, 30p/74p; cod, 44p/48p; codling, 30p/40p; whiting, 22p/20p; black pollack, 25p; white pollack, 38p; dabs, 20p/40p; lemon sole, 20p/40p. Prices *per box:* ray, £10/£36; whiting, £11/£15.

RYE (SUSSEX)

14 boats landing. Prices *per stone:* whiting, £1.50; plaice, £4; sand dabs, £1.50.

MONDAY, NOVEMBER 20

GRIMSBY

Nine boats landed a poor supply of 2,064 kits, which met a good demand. Prices *per stone:* shelf cod, £6.50/£8; codling, £4.80/£6; large haddock, £6.60/£6.80; medium, £5.60/£6; small, £4.60/£5; large plaice, £5.90/£6.20; medium, £5.80/£6.20; best small, £4.80/£6.20; large skinned dogfish, £10.50; medium, £7.50; saithe, £3.60/£3.80; rockfish, £2.70/£3.20; large lemon sole, £8.50; medium, £7.30; rods, £2/£2.50.

HULL

1,880 kits from an Icelandic trawler. Prices *per 10 st. kit* heads on: (boxed). Cod, £53/£54.95 (average £53.89); codling, £49.30/£49.75 (£49.36); large haddock, £58/£59.25 (£58.57); small, £57.25/£59.75 (£59.10); coley, £36/£39.60 (£36.80); ling, £32.50/£35 (£34.16); bergylts, £31/£34.90 (£33.21); ray, £25; rockfish, £26/£30; catfish, £24; dogfish, £25/£42; monkfish, £70.

Official and Classified ADVERTISEMENTS

Tel: 01-353 6961 Telex: 21977 Sysmag

PLEASE NOTE NEW RATES
Semi-display £3 single column centimetre, £7.50 s.c.i.
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Vessels For Sale and Situations Vacant 13p per word.
Six or more insertions at 12p per word.
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All adverts under 7 insertions MUST BE PREPAID.
Telephone by noon MONDAY or write:
Classified Advt. Dept., Fishing News, 110 Fleet Street, London EC4A 2JL.

VESSELS FOR SALE

MFV "Hustler" (PW83), fast lobster boat, built P. Mitchell, Mevagissey late 1972, iroko on oak, transom stern, 33ft. x 11ft. x 4.8ft., 13 berth, two 24 volt "V" systems, 180hp Caterpillar cut to 180hp., 050 radar, Auto pilot, G800 ferrograph, Kelvin Hughes MS39, Seavoice radio, 0ico hydraulic hauler with capstan, new cooker. On hire Decca 21, six man liferaft. At present longlining and netting. Reason for selling larger vessel required or would exchange for right boat. Telephone: Mayfield 2277 after 6 p.m.

MFV "Trudel," built 1956, oak on ok, Deutz 115hp, 41.8ft. x 14.5ft. x 5ft., 2 ton winch, gallows, 120 fm. warp, 10 fm net, two ton pot hauler, survey March 1978. Lying Milford Haven. 19,750, consider part exchange. Telephone: Saundersfoot (434).

FOR Sale 28ft. carvel fishing boat, mahogany on oak, forward wheelhouse, engines 2.2 BMC and one engine 7.5 Kelvin Records, petrol tanks plus extra (1,800 gns. Telephone. Plymouth 51385 after 6 p.m.

COBLE

33ft. x 10ft. 3in. x 3ft 8in., built Whitby 1969. Lister 50hp fitted new 1975, pot hauler and net hauler. Kelvin Hughes sounder, Sailor VHF and four new Marsh on hire. Vessel fitted with 4ft Shelter 1977. Sale includes pots, ropes nets etc.
Further information from Bridlington Trawlers Limited, Langdale Wharf, Bridlington. Telephone: Bridlington (0262) 76988.

POCKET trawler launched 1968, 44ft. x 16ft. x 7ft., Baudouin DNK6 160hp 1200 revs 4:1 reduction, built of oak on oak, rigged for side trawling both sides, four drum winch, wheelhouse aft with skipper's berth with four below, alloy whaleback wheelhouse equipment; VHF main radio, sounder, radar ship's property. Decca and plotter on hire. All fishing gear, boat registered under DTL immaculate condition. £37,500. Finance available subject to status. Telephone: Lowestoft 740103.

FORGE aluminium workboat hulls and super-structures 30ft. x 10ft. 6in. and 35ft. x 12ft., hull plating of marine grade aluminium NS8, includes engine bearers, rudder, mooring bollards, Sampson post. Elstead Forge Ltd., Mill Lane, Alton, Hants, telephone: 0420 82377.

F.S.B.P.B.
M.F.V. "SILVER CREST" FR. 123
Built of wood by J. & G. Forbes in 1954.
Overall length 75.7 - Regd. Length 71.5 - Beam 20 - Depth 8.5 - Tonnage 49.87.
The vessel was fitted with a 200 hp Gardner engine in 1971.
Auxiliary engine Lister 21.
Sutherland seine and trawl winch and Lossie power block.
Electrical equipment belonging to vessel: Simrad Sounder, Simrad Fishkope, Corvette 285 VHF.
Hired Electrical Equipment: Decca Navigator Mk. 12, Decca Radar, Saxon RIT, Decca Plotter.
Vessel rigged for White Fish Trawl and is meantime fishing at Fraserburgh. A quantity of fishing gear is to be sold with vessel.
All enquiries to Caley Fisheries (Peterhead) Ltd., 1/3 Dalrymple Street, Fraserburgh. Telephone: 3241/2 with whom offers should be lodged.
Closing date for offers 1st. December, 1978 — 3 p.m.

26ft. LOA steel workboat, like new having been stripped down to bare metal, primed in Zinc Chromate, painted and anti-fouled, fitted 2.2 diesel with hydraulic box and single lever controls. All the following are new, self draining deck, forward wheelhouse and one berth cabin, Moras steering, electrical wiring including two 6V HD batteries, navigation cabin and deck lights, "A" frame and derrick, inspected on dry land, price for quick sale £2,950 or £3,150 fitted with a single cylinder diesel engined capstan with a dog clutch, telephone Rhyl (0745) 53265.

NO PROMISES
but a chance!
I regularly buy and sell fishing vessels from and to Britain. Yours could be among them!
HANS-ROBERT JOEL
Master Mariner
2000 Schenefeld/Germany
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0104940-8307552

23ft. fishing boat, diesel, forward wheelhouse, Morse steering, sounder, Seavoice, £3,500. Telephone: Weston-Super-Mare 29038.

DIXON built crabber, 22ft. x 11ft. 6in. x 3ft. 6in., Gardner 3LW., Decca 060 radar, M539 sounder, Sailor VHF & MF, Mk21 on hire. Duerr hydraulic capstan and stern gantry. Telephone: Ayr (0292) 62892/69054 Ivan Boardley & Co. Ltd., Fishselemen, Ayr.

25ft. coble, Mercedes 38hp., engine and pot hauler, excellent sea boat. £3,600 ono. Telephone: Loftus 40951.

FOR sale MFV., 78ft. x 21ft., built France 1956, new Bauduin 400hp 1971, Nordau friction clutch hydraulic winch, Wille-Ridley hydraulic steering, Sailor r/t., VHF., Elac Lax 17 and Atlas monograph sounders, Decca 202 radar transmotor generator, all belonging to vessel. Decca Navigator on hire. Fitted for side and stern trawling. Vessel in good general condition at present fishing from Howth where inspection or survey can be arranged. Further particulars M. Doran, West Pier, Howth or telephone: Dublin 326836 or 322302.

VESSELS FOR SALE

"BRITTANA" GY 243 (beamtrawler) built 1968 — dimensions 35.51/31.62 x 7.30 x 3.85 M — Main engine 1200 HP Nohab-Polar. Price £.st. 340,000.

"AALTJE" UK 155 (beamtrawler) built 1969 — dimensions 29.80/27.92 x 7.04 x 2.82 M — Main engine 600 HP Bolnes replaced in 1976 — Price £.st. 210,000.

"ALBATROS" KW 87 (beam trawler) built 1956 — dimensions 42.92 x 7.22 x 3.55 M — Main engine 800 HP Industrie. Price £.st. 30,000.

"INKFIS I" (fitted as diving vessel 12 persons). Built 1959 rebuilt 1977 — dimensions 28.88/26.82 x 6.30 x 2.80 M — Main engine 500 HP Stork. Price £.st. 175,000.

"INKFIS II" (fitted as diving vessel 12 persons). Built 1963 rebuilt 1976 — dimensions 31.10 x 6.30 x 3.15 M — Main engine 600 HP Stork. Price £.st. 210,000.

"MARYANNE" Sound hull, main engine and gear, accommodation and fish/rashold to be renewed excellent for rebuilding into yacht. Built 1953 — dimensions 28 meter o.a. Price £.st. 28,000.

Ask for further specs:
R. W. BAIS N.A. MARITIEM BUREAU
Spaarnwouderstraat 36, P.O.B. 179,
Haarlem — Holland.
Phone: (023) 323721. Telex: 41649

CATAMARAN 35ft. 6in. x 13ft. 6in. x 3ft., 16 knots, two 140hp GM diesels, perfect for anglers, 270 square ft. all round deck space, licensed for 12. Vinyl lined cabin, four bunks, cooker, sink, toilet, radar, Simrad fishfinder, VHF radio, hydraulic steering, used 204 hours, hydraulic long line hauler, nigger-head and trawl winch, new style 2ft. square, all new, £22,500 ono. For full details telephone: 0481 21053 evenings or write F. Le Page, la Falaise, Havelet, Guernsey.

"AURORA" (FR 220). 38ft. x 15ft. x 6ft., built Forbes 1963, aft wheelhouse, cruiser stern, Kelvin 144, Dawnlees 1½ ton hydraulic winch, rigged with booms for scalloping and as stern trawler, engine just undergone top overhaul. MF, VHF, sounder, radi, eight man, five bottom trawls, ten dredges. Mk 21 on hire. Telephone: Fowey 3494.

21ft. Cygnus GM part completed, heavy duty hull, interior stiffening, galv. keel bands and stem band. Heavy roker, gunwales and one ton ballast moulded in. £2,100 plus VAT or complete to any stage. The Sandbanks Yacht Co. Ltd., telephone: Canford Cliffs (0202) 707506.

35ft. P. pole on oak, 7.7 ton for rush hole (Lister 50hp), cobb Lister engine, forward wheelhouse, seavoice radio, sounder, line hauler, deck wash, give away price for quick sale, £6,250 ono. Telephone Mevagissey 2638.

CRABBER/FISHING boat, 23ft. x 9ft. 3in. x 2ft. 3in. with foredeck, open wheelhouse, aft deck and raised stern for beach launching, twin 13hp air cooled Lister diesel engines, £2,350. Apply Dover Yacht Company Ltd., Cambridge Road, Dover.

MOTOR Fishing Vessel "Scarlet Cord," built 1950, registered length 69.2ft., 48.8 net and gross tonnage, 230hp Gardner 3:1 reduction, power lock and hydraulic steering. Boat's property radar, Krupp Atlas sounder, Furuno fish loop, Kelvin Hughes VHF radio. Boat meantime fishing, can be seen by appointment at Portavogie. Telephone: Portavogie 523.

BUILT 1973, 30ft. x 11ft. x 4ft. 6in., carvel, iroko on oak, Perkins 72hp capstan hauler, after wheelhouse, radar, VHF., MF ferrograph sounder, lots of extra gear, suitable for gurdies, trawling, potting, oystering, angling, £9,250 ono plus VAT. Telephone Cowes 5638.

"NORTH STAR" PZ 548, 30ft. versatility, forward wheelhouse. Gardner 4Lk. toilet, cooker, VHF, decked mizzen, Koden meter on hire. D. Lutey, Cliff Cottage, Penberth, St. Buryan, Penzance.

FAIR MORN
(OB 10)
Built of wood by Forbes, Sandhaven 1958. Overall length 60.4ft., depth 7.6ft., breadth 18.8ft., gross tonnage 36.06. Gardner 230hp., spare propeller, Artrosch hydraulic winch. EQUIPMENT HIRED: Decca Navigator Mk21 and Decca Plotter, Simrad sounder, Kelvin Hughes radar 17. EQUIPMENT OWNED: Kelvin Hughes sounder MS29, Sailor radio, Sailor VHF., Redifon VHF. Two prawn trawls, two fish nets and wires to be sold with boat.
All enquiries to
GEO. WALKER & SONS (FR) LTD., FISHSALESMEN, MALLAIG.
telephone Mallaig 2305
Closing date for offers 1st Dec. 1978

"EARLY DAWN" 40ft. x 12 ft. x 4ft. 8in., larch on oak, copper and brass fastened, built 1959 Hinks, Gardner 5LW, hydraulic steering, Seascan radar, VHF radio, hydraulic line and net hauler, accommodation four forward, leak wheelhouse and decks, fishroom, Decca 21 liferaft, Koden meter on hire. Boat and engine excellent. Open to sensible offers. Telephone. Penzance 3944 6-8 p.m. only.

32ft. x 11ft. 6in. x 4ft. 6in., French built stern trawler, larch on oak, forward wheelhouse, two berths, galley, toilet, Gardner 4LW 2:1, new Morris hydraulic winch, extensive refit 1976, HF 0500. Lying Jersey. Telephone: 0534 61746.

FOR SALE BY PRIVATE BARGAIN
M.B. "KINGFISHER"
(BF 196)
Registered length 72ft., overall 77.1ft., breadth 19.03ft., depth 19.19ft., tonnage gross and net 48.
Built of steel in Holland 1964. Fitted with Caterpillar D353, 428hp engine 1977. Lean and Tey mechanical winch, AF 18in. power block, Robertson hydraulic power steering, port and starboard gallows, all electric landing winch. Furuno echo sounder and Kelvin Hughes echo sounder. Decca 450 auto pilot. Simrad VHF and variable receiver. Warden watch keeping receiver and inferalt receiver boat's property. Decca Navigator Mk21 and 350T plotter. Furuno FRS 24 radar. Furuno fish scope. Falkland SSB. Sailor multi-channel VHF on hire Two × 450 fathoms 1½in. warp, two sets 7ft. 6in. trawl doors and a quantity of mid-water trawl and bottom trawl gear.
Vessel meantime fishing from Fraserburgh where inspection may be made, on application to: Geo. Walker & Sons Fr. Ltd., 119 Shore Street, Fraserburgh
with whom offers should be lodged. Telephone Fraserburgh 3211

FOR SALE BY PRIVATE BARGAIN
MV "OUR CATHERINE" K 352
Built of wood, Nobles, Fraserburgh 1974. Overall length 51ft., depth 9ft., breadth 21ft. 6in., gross tonnage 49.99.
Gardner 230hp fitted new April 1977, new Twin Disc gearbox 3:1 reduction, January 1978, new GRP wheelhouse 1978, Norr winch and drop drive, factory recon. 1978, net drum fitted. Koden radar. Koden echo sounder, Sailor single side vent and two Sailor VHF's. Decca 21 and plotter fitted 1976, all on hire. Mermaid watch alarm ship's property. This vessel is equipped for trawling and will be sold with a quantity of trawl gear.
Contact WESTRAY, Orkney 08577 398 or 08577 266
At present the vessel is fishing and can be inspected by arrangements with:
John P. Harcus, North Cubiges, Westray, Orkney, telephone 08577 388
with whom offers should be lodged.
Closing date for offers 11th December 1978.

F.S.B.P.B.
M.F.V. "BLOSSOM" BF 261
Built of wood by J. & G. Forbes in 1967
Overall length 60. Breadth 20. Depth 8.3. Tonnage 41.82. The vessel is fitted with a 230 h.p. Gardner engine and Millers Auxiliary. Hydraulic reline and trawl winch. Power block. Whaleback and hydraulic steering. The vessel had a major overhaul in 1977.
Electrical equipment belonging to vessel: Kelvin Hughes Sounder, Kelvin Hughes Watch Keeping.
Hired Electrical Equipment: Decca Mk 12, Decca Plotter 350 T, Red Furuno Radar, Koden Sounder with bottom locks, Sailor SSB, Sailor VHF 144, Sailor VHF 144.
Vessel rigged for white fish trawl and is meantime fishing at Fraserburgh. A quantity of gear to be sold with vessel.
All enquiries to Caley Fisheries (Peterhead) Ltd., 1/3 Dalrymple Street, Fraserburgh. Telephone 3241/2 with whom offers should be lodged.
Closing date for offers 8th December, 1978 — 3 p.m

FISHING VESSEL FOR SALE
M.F.V. 58ft. x 19ft. x 10ft. draught.
Built Norway 1960 oak on oak.
Engine Cat D342, twin disc box 4.15:1 reduction, Skegen friction clutch winch, tangle net hauler. All blocks and sheaves renewed, a few months in use. Sailor SSB, Sailor VHF, Furuno sounder, Kelvin Hughes Mk. 17 all ship's property. Decca Mk. 12 on hire.
Vessel at present fishing.
Write Box No. 022

Official and Classified ADVERTISEMENTS

Continued from Page 17

VESSELS FOR SALE

MFV "AURORA," 50ft. stern trawler, radar, sounder, VHF, fully equipped at present fishing, well worth viewing, cheap for quick sale. For details telephone: Kings Lynn 828882.

18ft. Plymouth Pilot, GRP workboat, reconditioned 10hp Brit K10 pat/Par mizzen, professionally finished in Iroko, launched May 1976, as new, £1,575. Telephone: Lanreath 481 (Cornwall).

ROSS MACKENZIE BOATBUILDING
CYGNUS WORKBOATS
18ft., 16ft., 19ft., 21ft., 26ft., 32ft., 37ft., 43ft. fitted out to owners requirements.
POLDICE 33ft., 38ft., 43ft., in steel, to W.F.A. spec. Designed by Gary Mitchell.

HOLTON 24
HULLS NOW AVAILABLE
19 Carnwell Road, Dorchester, Dorset. Telephone 0305 4230 or 03057 2848

NEW Morrison 31 steel trawler/workboat, Ford 110hp PRM box, large fuel capacity, propeller, clearance hatch, stern gantry, electrics, anodes, finish painted, antifouled. £10,750 plus VAT. Further details telephone: Newhaven 4589 (Sussex).

STRONG construction IP23, well equipped, 35hp. radar, Seascribe, VHF, Seawinch hauler, hydraulic steering. Telephone: Evemouth 50566.

1956 French trawler 52ft. x 17ft. x 8ft. under 25 tons, 180hp engine, hydraulic 3:1 gearbox, radar, sounder, VHF, auto pilot, recent survey, all gear, £25,000, consider exchange larger steel beam trawler, reply Box No. 041.

26ft. x 9ft. x 2ft., lobster boat, forward wheelhouse, 3.8 BMC diesel engine, hydraulic pot hauler, deck and navigation lights, new prop shaft and tube, VHF on hire. Jabsco bilge pumps also two travel nets and doors. Telephone: Arbroath 77592.

40ft. Steel trawler, Cummins diesel, built '78, full inventory.....£45,000
27ft. Lower stern trawler, BMC diesel, built 1978.....£7,750
25ft. Versatility angling boat, Volvo diesel, built 1978.....£6,000
25ft. Steel workboat, Perkins diesel.....£3,500
21ft. Carvel workboat, Petter diesel.....£1,600
19ft. Dell Quay fisher, Sabb diesel, trailer.....£2,550
19ft. Dell Quay fisher, Lister diesel.....£2,600
16ft. Dell Quay fisherboat, Yamaha 20hp.....£1,600
16ft. IP., Lister diesel cuddy £1,350
BOTTERELL SEATRADES
Harbour Road, Rye Harbour, Sussex
Tel: Rye (07973) 2878

"ENTERPRISE" (WH40), 26ft. x 9ft. x 3ft., workboat, carvel pine on oak frames, built 1970, 72hp Ford with hydraulic box, boat and engine in excellent condition. £5,200. Telephone: St. Buryan 591 (Cornwall).

90ft. wooden MFV., hull in good condition, engine in need of extensive repair. Apply W. Stevenson & Sons, telephone: 0735 2998.

TWIN screw passenger vessel, DTI certificate class five, 90 passengers, class six 75 passengers. Box No. 036.

FOR SALE
"BUCKY"
Built Ramsey Shipyard 1964. Length 42ft. overall, steel stern trawler, rigged for scallop fishing and trawling, gear to be sold with vessel, beam 13ft. 9in., draft 8ft., Rolls-Royce 150hp engine installed 1973 reconditioned, Fifer winch reconditioned 1973, Wills Ridley hydraulic steering. Boat's property: Kelvin Hughes type 17 radar, Decmar 311, Kelvin Hughes VHF, Sailor radio, eight man liferaft. On hire: Decca Nk 21.
Selling as purchasing another vessel.
Enquiries and offers to Fowey 3670 (Cornwall).

16ft. Fibre-glass Plymouth fishermen, 120hp Mercruiser engine, echo sounder and compass, twin axle trailer and lights, five man inflatable dinghy with Seagull engine, all excellent condition. Price £2,800 ovno. Telephone: Gosforth 853281 office hours.

27ft. Scottish fishing boat, pitch pine on oak, three-quarter decked, national diesel, wheelhouse amidships, electric winch. A very sturdy boat in excellent condition. £5,500. Telephone: 075881 2530.

28ft. x 9ft. x 3ft. 6in. workboat, suitable many uses, BMC 2.5 diesel, mizzen, forward wheelhouse, Morse controls, new stern gear. Boat excellent condition. £4,750 o.n.o. Telephone: Paignton 354176.

NEW company requires orders for 50ft. Ferro-Cement trawler hulls, Tucker design, 16ft. beam, 5½ft. draft. Prototype nearing completion. Tenniscourt Road, Kingswood, Bristol.

ANGLING boat, 24ft. 6in. x 8ft. 0in. x 2ft., with foredeck and open wheelhouse, wood construction clinker planked. BMC 1.5 litre diesel engine overhauled 1978. £2,750. Apply Dover Yacht Company Ltd., Cambridge Road, Dover.

45ft. x 13ft. 6in. motor fishing vessel, canoe stern, Scottish built, major hull rebuild, heavy coach roof over enlarged hatch, engine Kelvin completely rebuilt, ready to accept interior conversion to yacht, angling or diving use. £7,750. Telephone: Mr. Frost, Brigg 52424 (South Humberside) office hours.

36ft. sea angling boat, twin BMC 2.2 diesel engines, forward cabin with berth toilet, sink and cooker, separate enclosed wheelhouse, radio telephone, echo sounder, compass, Dunlop liferaft, winch, many extras, £4,995. Tel: Deganwy (0492) 82438.

M/S "Stella Nova" purse seiner, length 14Oft. x 28ft., built 1969, 1700hp Wichmann diesel June 1978, capacity 400 tons in tanks, 240 tons RSW fully and blasted and metallised, immaculate condition. Full details on request. No brokers. Box No. 037.

38ft. x 14.7ft. x 13.3ft. x 5.3ft., stern trawler, 1958 France, oak on oak, Baudouin DNK 4 1.25:1 air start, auxiliary compressor, very good condition throughout, full details telephone: Fleetwood 3530.

28ft. double ended lobster boat, larch on oak frames, excellent condition, Lister 28R 13hp engine in good order, mechanical hauler, £2,000 ono. Telephone: Gifford (East Lothian) 529 after 6 p.m.

NOW building 20ft. clinker workboat, hull or complete to requirements. Adams, Boatbuilder, Looe, Cornwall. Telephone: Looe 2081.

55ft. x 18ft. x 6ft., ex. seine net., K4 engine, VHF., full inventory, recently surveyed, berthed in North East. £7,000. Would consider exchange for smaller boat. Telephone: Sunderland 284556.

FISHING vessel rigged stern trawling, built steel 1977, 30ft. x 10ft. x 5ft. 6in., Lister diesel, 24 volt electrics, Brixham winch, VHF, Ferrograph, Decca radar, dual steering, 200 gallon fuel, £9,400. Telephone Highcliffe (Dorset) 71381.

BEAUTIFUL varnished clinker 12ft. fishing launch, Stuart 1½ inboard, very good condition, one owner, launched 1973. £450. Telephone: Mr. Grayson, Llanbedrog 532 or Pwllheli 2805.

35ft. x 16ft. x 7ft., 1957, trawler wooden construction, wheelback, transom stern, new wheelhouse, engine 240hp 1968, hydraulic steering, all navigational aids. Excellent general condition. Price £38,000. Telephone: 0579 62968.

40ft. x 14ft. x 8ft., STERN TRAWLER, built 1971, Parsons 175hp 3:1 reduction, two sounders, VHF., MF., track plotter, liferaft, hydraulic 1½ ton winch.
40ft. MFV., 164hp AEC two years old, MF and VHF radio's, sounder, hydraulic winch, liferaft and Decca 21 on hire. 30ft. x 10ft. x 4ft., CRABBER, built Lee of Looe 1973, VHF., Kelvin Hughes sounder, Hydro Slave forward controls.
Telephone: Weymouth 72188 evenings

32ft. 6in. coastworker, 2 x 70hp Ford Dolphins, Borg Warner gearboxes, four man inflatable liferaft, Seascribe, Seavoice, Sharp auto-pilot, Neco pot hauler, self draining fish tank, electric anchor windlass, two berth cabin, galley, w.c., enclosed wheelhouse, registered. Lying Southampton. Telephone: Tenby 3619 day, Manorbier 478 evenings.

ST. RUAN, Cygnus 32ft., aft. wheelhouse, crabber, netter, completed by Cygnus November 1976, full inventory on enquiry. Telephone: The Lizard 618.

32ft. Carvel built crabber, again for sale, 4D Ford Parsons engine, new manual gearbox, Duer hydraulic capstan, spare engine, £3,500. Crowther, 119 Victoria Road, Dartmouth or Dartmouth Arms lunchtime.

TUG 67ft. x 19ft. x 8ft. 6in., 10 ton lifting horn, hydrocon crane, aft five berth with radiators, 380hp. £10,500 ono. Telephone: Thanet 61897 day, 63725 night.

HULLS GRP mouldings, heavy duty to WFA standards, 19.5, 21 and 23ft., from £500 to £950. Peel Marine Ltd, Riverside, Teignmouth, telephone: (06267) 2324.

18ft. clinker varnished, 8hp twin Stuart-Turner, excellent condition, £800 for quick sale, no offers. Telephone: Deal 58291 after 7.30 p.m.

55ft. x 13ft. x 5ft. 6in. passenger launch, D.T.I. 1978 class six, 55 passengers, can be increased, has been used for angling parties, twin Perkins engines, well maintained, survey report available, £7,000 o.n.o., telephone 0262 75863.

24Ohp aids trawler, length 51.3ft., width 16.6ft., draft 6ft. Decca on hire, R/T echo sounder and four man liferaft boat's property. Under 28 tons, at present fishing, offers around £10,000 considered. Telephone: Newton Abbot 86037 evenings.

18ft. clinker, 7hp air cooled diesel, road trailer, good condition, £650. Telephone: Emsworth 4834.

28ft. MFV., built by Viking Marine for sale or part exchange for larger vessel. Please telephone: 0271 73619.

40ft. steel Damen workboat, 200hp MWM, two ton bollard pole, good order, considerable unused engine spares £12,000 ono. Telephone: 0229 23833 evenings.

"SILVER CREST" (TT 75), 48ft. x 16ft. x 8ft., reconditioned 6LW Gardner 84hp installed 1977, pitch pins on oak, fitted for trawling and escalloping. Telephone: 070 081 263.

FOR Sale 24ft. Fibreglass boat, fully decked, fitted with 3.8 BMC engine with hydraulic box, Ferrograph offshore fishfinder, compass, etc. Telephone: 08763 269 between 6-8 p.m.

34ft. steel passenger fishing boat, hull, engine and conversion approved by D.O.T., needs finishing, reason for sale change of plans, telephone 0272 425 759 (Bristol).

MFV "Fleetwing" N267, built 1948 Weatherhead., Cockenzie, 62.4ft. x 18.7ft. x 8ft., Gardner 152, Norlav winch. Presently fishing from Kilkeel. Further details telephone: 06937 63073 Mr. A. Craig.

18ft. Fibreglass boat, Lister diesel, wheelhouse shelter and tailer, £1,800. Telephone: 051 632 4346 after 6 p.m.

31ft. Mitchell sea angler, full inventory, first class order throughout, telephone Preston (0772) 884352 evenings.

FOR sale 42ft. Belgian MFV., Volvo 150hp marine engine, MF, VHF radio, Simrad sounder, Decca 21 on hire, vessel rigged for crabbing, trawl winch and gallows available, £5,500 ono, telephone Padstow 532359.

23ft. fishing boat clinker, diesel engine, capstan, forward wheelhouse, ideal angling boat, £3,500. Telephone: Seaton 20297 9am-5pm.

20ft. x 7ft. x 3ft., mahogany oak launch, Lister diesel, sounder, forward cuddy, any survey. £1,950. Telephone: Teignmouth 4669.

35ft. x 10ft. x 3ft., Ford 4D, aft wheelhouse, VHF, Seascribe, capstan, gantry, licenced 12. £4,750. Telephone: New Milton 610784.

GRP work launch, 24ft., all purpose, built Thorneycroft, sturdy well found, operational. £5,000 o.n.o. Telephone: Llandudno 76490.

32ft. x 11ft. x 3ft., GRP., sounder, VHF., 2-70hp Ford, radio, licensed 12. £10,750 ono. Telephone: 0341 280248 evenings.

30ft. Versatility, Ford 80hp., net pot line hauler, VHF meter and Decca Mk21. Ray nets, lines etc. Telephone: The Lizard 398.

39ft. fishing boat, forward wheelhouse, twin diesels, winch, sounder £2,500. Telephone: 0590 73079.

36ft. Yorkshire coble, hull only, £500, built approx. 1957. Abersoch Boatyard, telephone Abersoch 2213.

28ft. clinker built motor launch, Morris Navigator engine. Telephone: Aberdovey 185472 303.

60ft. Scottish fishing boat, hull only, lying South West. £750. Telephone Avonside (078 970) 3189.

BUILT 1978, 40ft. stern trawler, 180hp 3:1 S.C.G., 1½ ton hydraulic winch, £40,000 ono. Telephone: Hull 858831.

FOR SALE

SOUTHERN Nets Limited, inshore fishing gear specialists, supply trammel, gill, seine and trawl nets. Catalogue £1.00 available from Lower Cross, Udimore, Rye, Sussex, telephone: Rye 3844 or 2155 (STD 079731), Telex 95211 Sounet G, or our Hartlepool agent Steam Trawler Supply Stores, Fish Quay, Hartlepool. Telephone: Hartlepool 66448 (STD 0429).

POTS, creels, prawn creels, entrances, spinners, also eel traps. Delmar Engineering, 20 Church Road, Selsey, West Sussex. Telephone: Selsey 5123. Evenings 3606.

MID-WATER trawls 14 fathoms x 6 fathoms, complete with bag and floats, excellent condition £700. Steel mast and two derricks, suit boat 28/35ft. approx., with warp rollers in foot of mast, very strong, excellent condition. £180. Telephone: Slough (Fpr 442 after 7pm.

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WHITE BONDED NYLON 100 YARDS STRETCHED
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MONOFILAMENT NYLON NATURAL COLOUR, DOUBLE KNOT (100 yards stretched)
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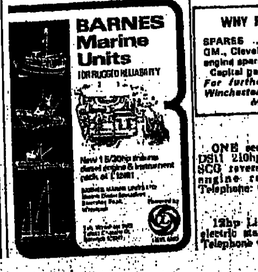

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'Star Award' crew saved after blaze

FISHERMEN and firemen joined forces on Tuesday to save a north-east fishing boat after her six-man crew were snatched to safety from the North Sea.

The crew of the Banff-registered wooden vessel *Star Award* were picked up from their liferaft as their boat was engulfed by flames seven miles east of Fraserburgh.

The men were brought to safety aboard Whitehills-registered *Morning Star* while the crew of *Valmark* put a line aboard the craft and towed it to Fraserburgh — where firemen were waiting to fight the blaze from the pier. Eventually it was put out, leaving *Star Award* a charred hulk.

Her skipper, Maurice Slater, said: "I was standing in the wheelhouse when my brother George shouted that there was a fire.

"He grabbed a fire extinguisher from the galley, but was met by flames at the door of the engine room.

"We could not get into the engine room, although we set off the extinguisher. We started shooting from the galley. I was frightened she might blow up. We sent out a Mayday and we then took to the liferaft. She was going real bad at the time.

Star Award was [illegible] when the fire started. Her net was still in the water when the crew abandoned ship."

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fishing news

December 1, 1978 . No. 3407 Est. 1913 20p

BRUSSELS FIASCO —fishermen militant

ANGRY British fishermen were talking of militant action this week following abortive fishing policy talks with the EEC in Brussels last Friday. Radio lines at sea were buzzing with plans of a blockade after the EEC threw out Minister John Silkin's demand for a 12-mile exclusive limit. There are now fears that Prime Minister Jim Callaghan will step in and stitch up a deal to appease the Germans.

Cracks appeared in Mr. Silkin's relations with British fishermen when it became known that he was asking for historic rights to be phased out over a four-year period.

A warning of "latent militancy" in the industry was given in the House of Commons on Wednesday by James Johnson (Lab. Hull West). He was also critical of the German attitude in rejecting a new document which was put before the Brussels meeting, "with very little discussion."

Scottish fishing representatives, who were out in force at the meeting, were concerned that Mr. Silkin's compromise had gone too far. "It would have been extremely critical if Mr. Silkin's proposals had gone through," said Willie Hay, vice-president of the Scottish Fishermen's Federation. He added that the Scottish delegation had been looking for an exclusive 50-mile limit.

There is now a widespread feeling that nothing will come out of the EEC which will please British fishermen.

Mr. Silkin also came in for a blast from English fishermen when the National Federation of Fishermen's Organisations told *Fishing News* that it was concerned by the erosion of the British Government's position. Chief executive Andrew Palfreman said: "Before we came to Brussels, the Minister had already announced a relaxation of the 70 mm mesh net measure. The Minister did not say that foreign fishing effort should be expelled from our 12-mile zone, but instead gave them until 1982 to depart.

"The Government did not insist on exclusivity out to 50-miles, but proposed a more limited arrangement of preference regions where foreigners would be able to fish at a level based on 1977."

Mr. Palfreman was also concerned that there was no movement towards the British position despite our concessions. "This is not surprising when the present situation favours them more than us", he added.

The NFFO has now made a call on the Government for leadership out of the impasse. "We want the Minister to secure the survival of the industry through unilateral measures, if necessary. The present road will only take us to the abyss of free access to the beaches."

Mr. Silkin was still optimistic on reaching a satisfactory agreement, when he made a statement in the House of Commons, on Wednesday. "It remains our objective to arrive at an agreement on a Common Fisheries Policy by the end of the year. Her Majesty's Government will play their part and I am confident, that given goodwill and realism by all concerned, an honourable agreement can still be achieved."

Mr. Silkin added that a new document presented by the Commission demonstrated a more flexible attitude.

Answering questions, Mr. Silkin was reluctant to confirm that Prime Minister, James Callaghan would be discussing the fishing issue at a summit meeting to be held on December 4-5.

Mr. Hamish Watt (SNP Banffshire) suggested that the proposals were a sell-out and that Mr. Silkin had already backed down too far. He added that fishermen in Scotland were worried that Mr. Silkin might be asked to back down even further under pressure from the Prime Minister.

Mr. Silkin refuted this argument by saying that he had not moved one inch from the principles which he put to the Commons in July. "I do not intend that those principles shall in any way be changed. What can be changed in the course of negotiations is a simple matter of arithmetic, but that is nothing to do with principles," he said.

How the talks went: page 2.

Monster purser nearly ready

A 225ft. purse seiner — the biggest ever ordered by a British owner — will be delivered from Norway next January.

She is for Thos. Hamling & Co. Ltd. of Hull and is being completed at the Flekkefjord Slipp shipyard.

This new giant will dwarf everything around her on the British seining scene. She is fitted with a Triplex power block, bow thrusters and is powered by a Nohab 3,500 hp engine. Accommodation is provided for a 21-man crew.

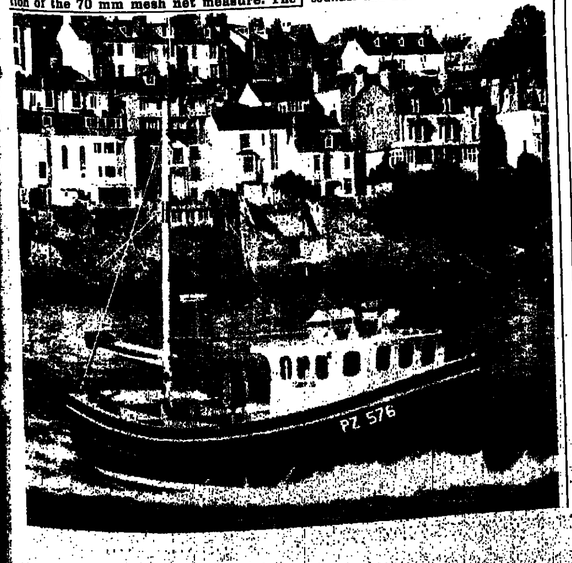
Refrigerated seawater tanks have been installed and the vessel will also be able to operate as a trawler.

Hamling caused something of a stir on the mackerel grounds last month when the firm purchased a secondhand

Turn to page three

Newlyn's new 'Boy'

This is *Boy Gary*, the new Newlyn-based wooden 38-footer for Skipper J. Thomas of St. Just. The Gary Mitchell-designed line and net boat can be converted for trawling and is powered by a Gardner 6LXB diesel for a speed of 8½ knots. The boat has an overall length of 38ft. 6in., beam 14ft. 6in., and draft 6ft. She has been built by the Toms yard at Polruan, Cornwall, which fitted her with Wills-Ridley steering gear, Atlas echo sounder and Decca 101 radar.



Britain set to lose out as...

FISH DEAL GOES TO THE TOP

THE UK's long running fisheries dispute with its eight EEC partners and the European Commission has finally hit the forefront of the European stage. Following the sudden and dramatic collapse of negotiations in Brussels on November 24, the subject will be referred to the EEC leaders at their summit meeting on December 4-5.

The Germans, who currently hold the presidency of the EEC Council of Ministers, are furious that the undertaking given by Mr. Callaghan to Chancellor Schmidt in Bonn in mid-October to settle the fisheries problem, has not been respected. They have invested heavily in reaching a fisheries settlement before their presidency ends on December 31. But it is not clear how the EEC leaders, who will be preoccupied with the much greater problem of introducing a European monetary system, (where the UK is again the black sheep) will find time to settle this complex and emotive issue.

Mr. Callaghan will have little room to manoeuvre. If he gives way, then Mr. Silkin will probably resign to lead the increasingly powerful anti-EEC left wing of the Labour Party.

The Fisheries Council began constructively with the hopes that a settlement to the 2½ year dispute was at last in sight. The other ministers were favourably impressed by Mr. Silkin's desire to spell out for the first time how much fish the British wanted to catch and where. To make matters clearer, Mr. Silkin produced a map with a 12-mile ring enclosing the UK, plus a shaded area showing where British fishermen should have preferential quotas beyond this limit.

Details of the British demands were not circulated to the other member states until mid-day on Friday. The reaction was swift and explosive.

Joseph Ertl, German Agricultural Minister and President of the Council of Ministers, raged, "The British demands violate the Treaties." He asked, "Does Mr. Silkin want the UK to stay in the Community?"

Ertl continued: "Hopes of reaching a settlement have fallen to zero. There has been no progress. I could have written the demands myself two years ago." Ertl's anger was partly due to the fact that his efforts to conciliate have been wasted.

On behalf of the other eight member states and the European Commission Ertl concluded that because of the 'nature and scope' of the UK's demands no further progress could be made at this level and the matter should be referred to the summit meeting. In an exclusive interview with *Fishing News* earlier this month, Ertl predicted that despite a mellowing in positions, the fisheries problem would probably end up at the EEC summit.

Other fisheries ministers supported Ertl in denouncing Silkin. Brian Lenihan, Irish Fisheries Minister, said: "It is high time Mr. Silkin realised that the empire is finished." This attack was all the more significant because Ireland at one time had a similar position to the UK on fisheries.

The French Minister responsible for fishing, Joel Le Theule, said that the British demands are a "Travesty". Silkin "was trying to negotiate the Treaty" and that the only progress is that the English had "Put their turpitude in black and white." The Danish Minister, Svend Jakobsen, declared, "It is impossible to agree on a common policy when the British disregard the Treaties."

The two demands which provoked such a heated reaction were:

- The amounts fished by other member states within the UK 12-mile limit between now and December 31, 1982, should not exceed the 1977 levels. After that date fishing vessels from other member states would be excluded.
- Beyond the UK's 12-mile limit the amounts fixed by other member states should not exceed the 1977 levels. However, the quotas could be adjusted "To take account of variations between total international catches in that year and the TAC's. . . ."

A German spokesman despatched hot foot by Ertl from the Council Chamber on the 13th floor of the massive Charlemagne building to see journalists waiting on the ground floor, explained that the British demands were "totally unacceptable," because they discriminated against vessels from other member states and broke the basic principal of equal access laid down in the Accession Treaty.

Speaking to journalists shortly after the abrupt end to the Council, Mr. Silkin expressed surprise at the strength of his colleagues' reaction. He said the demands were only intended to "clarify" British demand which had not previously been put down in writing and added that they were not the last word. He thus implied that they were a bargaining ploy, albeit an extreme one.

However, Mr. Silkin appears to have seriously underestimated the exasperation of the other ministers. Their bitterness may have been increased by a misunderstanding in that they thought that the British were trying to "freeze" their catches. Silkin pointed out that if stocks rise as a result of conservation policies, then allowable catches would also rise.

European Fisheries Commissioner Finn Gundelach, claimed afterwards that the Commission's proposals would to a large extent have satisfied British demands. He said the proposed quota allocations would have given the UK a "certain preference" while the use of fishing plans would ensure they were enforced in a non-discriminatory manner.

EEC officials claim that fish conservation and structure questions could probably be settled.

COMMENT

NO WAY TO TURN

BRITISH FISHERMEN are in a cleft stick following abortive talks on a Common Fisheries Policy, in Brussels, last week.

The proposals tabled by Fisheries Minister John Silkin, fall far short of what the industry requires and has been demanding. After giving him so much support through the past two-and-a-half years of negotiation, fishing leaders are now reluctant to disagree with him publicly. Even if they were tempted to, the alternative is that Prime Minister Jim Callaghan would move in and take the reins, which would spell disaster.

Expectation of any decent deal from the EEC is now nil. In stating that he wanted a 12-mile exclusive limit with foreign fishermen phased out over a four-year period, and special preference areas for British fishermen out to 50-miles, Mr. Silkin gave this as his maximum requirement.

The process of negotiation, which always ends up in a compromise, means that he can only retreat from this position. What we are going to end up with hardly bears thinking about.

Even the argument of no deal being better than the wrong deal is beginning to lose some of its significance. It is now being realised that fish stocks from British waters are going to become more depleted the longer talks go on.

The only real avenue of hope now left, is that since the EEC has rejected the containment of catches to the 1977 level, Mr. Silkin will take more unilateral action on conservation. A start could be made with the introduction of the postponed increase in mesh size for nephrops and an extension of the North Sea pout box . . . perhaps even a 50-mile limit.

Mr. Silkin's optimism that other member states are moving towards the British fishermen can cut little ice with the industry. The stance that the Government has adopted is no way reflects hopes and aspirations for a secure fishing future.

Perhaps there will now be some reflection on the part of those sections of the industry who turned a blind eye to what the implications of joining the EEC meant, back in the early 1970's. The message was loud and clear from a small band of English south coast and Devon fishermen who sailed up the Thames under the banner of the Fisheries Organisation Society. They knew that the aim of our "partners" was to erode even the 12-mile limit.

The end for Humber deepwater fleet

THE ENTIRE distant water fleets of wet fish trawlers on Humberside now look certain to have been completely squeezed out of fishing by the end of the year.

This sharp decline in the numbers of distant water freshers from over a hundred four years ago was pushed to the very brink of extinction last week when Hull's only operational vessel, *St. Giles*, came back to an iceless port with one of the smallest White Sea trips ever landed there, whilst at Grimsby *Boston Phanton* and *Prince Philip* were laid-up by the Boston Group after disastrous Norway Coast trips.

If, as seems likely, *St. Giles* is also withdrawn to join the already sizeable fleet of laid-up tonnage at Hull, then the only distant water fresher still working from the Humber will be Grimsby's solitary stern trawler *Boston Halifax*, and she is to be transferred to Fleetwood at the end of her present trip in line with the Boston Group's decision to quit trawling operations from Grimsby by the end of 1978.

In Grimsby a spokesman for the Grimsby Fishing Vessel Owners Association told *Fishing News*: "The outlook is very gloomy indeed. At the moment with so many firms switching their freezers from the conventional distant water grounds to home water fishing for mackerel there are a few north-east Arctic licences available which under normal circumstances the wet fish fleets could use.

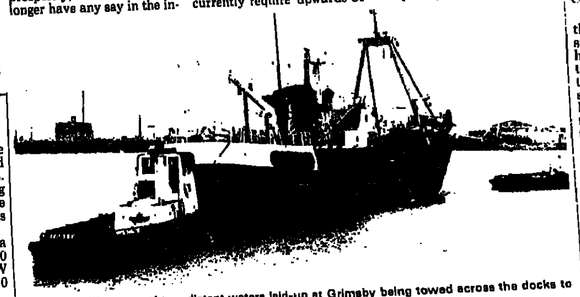
"But as you will have seen from recent trips landed from the Barents Sea and the Norwegian coast everyone is losing money on these trips and there comes a time when even with the best will in the world you must call a halt.

"Fishing has always been a cycle of pits and troughs succeeded by peaks of prosperity, but since we no longer have any say in the international situation the distant water side of the industry has been allowed to slowly rot away whilst the politicians continue this endless round of arguments.

"It's rather like giving a child just one toy to play with; everything is fine until it breaks it and then the trouble starts. Similarly with distant water fishing if you can only work over one region and suddenly your trawlers start coming back with hardly any fish it is only a matter of time until you are forced to lay them up."

Informed sources estimate distant water freshers currently require upwards of £1,500 per day to break even with the really large vessels looking for grossings around the £40,000 per trip before they can start thinking in terms of profitability.

With most distant water trips struggling even to make £20,000 per trip over the past month it comes as no real surprise that such well-known distant water firms as BUT, Boyd, Consolidated Fisheries, Newington and Marr have withdrawn their fleets from this loss-making venture and the advent of 1979 will probably see the long tradition of deep sea trawling for fresh fish from the Humber completely severed.



PRINCE PHILIP; one of two distant waters laid-up at Grimsby being towed across the docks to the North Wall after landing only 570 kits from a 23-day Norway coast trip.

Fleetwood shock!

THE FLEETWOOD Fishing Vessel Owners' Association is to cease trading on December 3—unless Government aid is forthcoming. Over the past few months, a deterioration has set in at the port resulting in heavy financial losses.

The Association recently made an appeal to the Government for assistance, but no action resulted.

MONSTER PURSER

From page one

purser from Norway — the 154ft. *St. Irene.*

Signs that the Humber is set for a big investment in new boats also come from Boston Deep Sea Fisheries at Hull. This firm has ordered a new trawler, fitted with refrigerated seawater tanks, from Richards (Shipbuilders) Ltd. of Lowestoft.

The 105ft. vessel will be equipped for mid-water and bottom trawling and will be one of the most sophisticated vessels ever built in this class. Two sonars, including a long range unit, are expected to be fitted along with two radars and a gyro-compass.

Main power will be from a Mirrlees-Blackstone 1,200 bhp engine and the RSW tanks have a capacity of 140 cu. m.

Delivery is scheduled for May next year.

THREE TRAWLERS SOLD

THREE more Grimsby motor trawlers have been bought by the Claridge Group of Lowestoft. The deal, announced on Monday, with Consolidated Fisheries Ltd. will take the 140-foot former distant water trawlers *Carlisle, Crystal Palace* and *Real Madrid* to the Suffolk port.

In June the Lowestoft firm bought six sister ships from Consols for a sum understood to be £140,000, and it later added two others, *Spurs* and *Blackburn Rovers*, to its fleet, which the Grimsby company had previously sold to buyers on the south coast.

This latest transaction means that the 11-strong trawler fleet which Consols had on its books at the beginning of the year has now been completely acquired by Claridges.

The move for Consols last three trawlers came as no real surprise, as the Grimsby firm had announced its intention to phase-out its trawling interests and concentrate on small-boat fishing in the North Sea after buying-up the successful 'Borg' fleet of ten anchor seiners from the Boston group at Hull last spring.

One of the oldest fishing vessel owners at Grimsby, Consols at one time operated the largest single fleet of steam trawlers in the UK, amounting to well in excess of 100 vessels, operating from bases at Lowestoft, and Milford Haven in addition to Grimsby.

Arthur J. Heighway —an appreciation

AT 65, an age when most journalists are putting the covers on their typewriters, Arthur J. Heighway started a career which was to benefit fishermen around the world.

Founder of Arthur J. Heighway Publications Ltd., and Fishing News (Books) Ltd., — publishers of commercial fishing books, newspapers and magazines — his death at the age of 90, on November 18, was a sad loss.

He first came on the fishing scene when he took an ailing *Fishing News* out of the hands of the receiver. With his journalist's instinct and shrewd business brain, *Fishing News* was quickly revived and he turned his lively mind to the wider aspects of fishing, leading to the launch of another newspaper, *Fish Selling.*

To broaden the base of his operations he successfully began non-fishing publications but, by 1960, Arthur Heighway was drawn back to his long-held conviction that fishing was ready for world-wide expansion.

From then on all his efforts were concentrated on the fishing industry.

Just a year later, in 1961, he launched a new quarterly magazine, *Fishing News International* which was produced on a monthly basis within a few years of its debut.

Throughout this time Arthur Heighway's contact with the United Nations Food and Agriculture Organisation convinced him that, in tandem with the world expansion of fishing, there was a need for solid technical books and he began laying the foundation for a subsidiary company — Fishing News (Books) Ltd.

Success in this role, revealed his great talent for being able to converse with fisheries experts, scientists and administrators at the highest level producing the wealth of their knowledge between the covers of books. By the time of his death, he had published over 100 books — many becoming standard reference works on fishing throughout the world.

In 1977 his achievements were marked with the award of the FAO Ceres Medal . . . "for services to mankind."

Throughout these years, Arthur Heighway still kept a vigilant eye on his now highly successful newspaper and magazine interests. He was quick to see the growing importance of farmed fish as pressure mounted on wild fish stocks and in 1973, launched the quarterly magazine *Fish Farming International.*

In 1976, he decided to sell his newspaper and magazine interests and concentrate on the book side of his business, but still contributed a popular monthly personal column in *Fishing News International*, right up to the time of his death.

Although on the last lap of his career when he started in the fish publishing world, Arthur Heighway contributed, by most standards, a lifetime's work to fishing and it is a measure of the man to glimpse something of his arrival in this country at the age of 52.

Born in Australia, he moved at an early age with his family to New Zealand. Following a Government takeover of his successful publishing business, he left New Zealand and arrived in war-torn Britain, in 1946. Within weeks, he made his mark in Fleet Street and was appointed editor of *World's Press News.*

When asked in later years how he got into fishing, Arthur Heighway would answer: "It just happened." A modest reply — but for those who worked with him nothing was ever a "happening." Once involved, he thought quickly and moved fast.

HARRY HARRIS

BLANK TRACES TELL THE FATE OF MACKEREL

LETTERS

SIR, I was horrified to read the headlines 'Mackerel can take the onslaught' in *Fishing News* last week. The sub heading 'Say scientists in new report', just about sums it up!

On their own admission the 1974 survey of the overwintering stocks was felt to be inadequate. You can say that again!

The stocks that year were at their peak, ask any local fisherman. Massive marks were all over the area then, but shoals like them have not been seen since.

I know, I see yards of blank echo sounder paper every day.

If a survey was carried out now, when the winter season used to be in full swing, it would be a very different story.

This hitherto unexploited stock has had a terrible hammering in the last two seasons, and has been drastically reduced. If the 1974 surveys' findings have contributed to the calculations for the TAC for this year, then the mackerel is heading for extinction.

Anyone who witnessed the tagging operation would at best class it as pathetic. Half-a-dozen lab assistants were catching large mackerel on rods and lines, then they held them in a tank long enough to tag and release them before they beat themselves to death!

No doubt a very high proportion of these fish died anyway. And the acoustic survey vessel probably marked the same shoal several times!

I am not knocking the scientists as they are doing the best they can. It's the lack of funds available to them to do the job properly that is wrong — and that's Government policy.

Our fishery research programme must be unique in that some of the survey teams have to charter vessels from consortiums of businessmen, and fishermen, if and when they have the funds!

I have been involved in several surveys, but the scientists just cannot afford the sea-time to evaluate our fish stocks properly.

The TAC must be some sort of a joke anyway. We don't have enough fishery officers to supervise the transhipment of fish, so who knows the exact amount put aboard except the skipper who has caught it, and the buyer who buys it?

Dumping at sea should be banned immediately; vessels should be forced to lose fishing time until the processing ship can take their catches. At present they dump what they cannot handle, then go out to catch more to return when the processor can take it.

Gross mis-management of the mackerel stock is occurring now. I suppose it will be when the stocks have fallen to the levels of herring that, perhaps, officials will admit they over-estimated.

Why was no debate allowed in the House of Commons when Robert Hicks asked for one? Government policy again, or perhaps they did not consider one of our last resources of fish to be worthy of debate!

My view is unbiased. Although I moved to Cornwall for the mackerel fishery, I don't even fish for it anymore!

MARTYN MELHUISH,
7 Tregassick Road,
Gerrans, Portscatho, Truro,
Cornwall.

...action too late

SIR, With due respect to the scientists who produced the report on south-west mackerel stocks, fishermen earn their living by catching fish as they find it, not by the expectations and predictions of scientists.

Like the weather forecasting, they can be right or wrong. If wrong — as has been proven many times over the years in fishing — it is fishermen who suffer.

As a young member of Cornwall Sea Fisheries Committee in the late 1940s, I attended a lecture on herring research by a Dr. Hodgson of the Fisheries Laboratory, Lowestoft, with reference to the North Sea herring stocks.

He stated that there was no possibility of the herring stocks being depleted by trawling, etc., because of the vast shoals in the North Sea. Before his retirement, however, he knew the depletion was happening.

The report, *Cornish Pilchards and Its Fisheries*, Lowestoft Laboratory, November 1965 says: "Means of exploiting fully the abundant stock of pilchards in the English Channel have yet to be found".

It was estimated by Dr. Cushing of the laboratory that, according to the eggs found, there was approximately 800,000 tons of pilchards in the English Channel. It would seem to be proved that there have been ways and means of exploiting these pilchard stocks.

I would ask the following questions: is there a fish stock anywhere in the world able to stand up to present day methods and equipment?

With so much emphasis by scientists on eggs found in research, what conservation, if any, is being applied to herring spawning grounds?

Surely heavy ground trawling, etc., in such areas could be much more disastrous to stocks than catching mature fish.

I witnessed the destruction of herring spawning grounds in the Bigbury Bay area off Plymouth many years ago. Lumps of spawn the size of a bucket, all caked together, were brought up in trawls — gallons of liquid spawn had to be scooped off on the grounds before the fish could be seen.

Scientists again stated that this had little effect on the herring stock and refused, until it was too late, to advise that the bay should be closed for herring trawling. In a very short time no herring was to be found in Bigbury Bay.

The mackerel will go also. The fishing last summer and during this winter has been by far the worst we have experienced. On certain days some boats have returned without a single mackerel on board.

Conservation will again be too late. Little notice is ever taken of professional fishermen.

A. J. PENGELLY, BEM,
East Looe,
Cornwall.

GILL-NETTING 'NONSENSE'

SIR, What arrant nonsense is spouted by our representatives to Denmark (*Fishing News*, November 24). They rightly condemn the Danes for their fishery policy and then, to soften the blow to the Danes, go on to condemn the small inshoremen on the Northumberland coast.

Surely any form of gill-netting must be more discriminatory than any form of trawling. Gillnets for cod are usually five or six inch mesh, so any small fish below the accepted minimum can normally swim through.

A few undersized fish do get caught, but not in the quantity found in prawn trawls or in any other sort of trawl.

Perhaps we should remember that SFO chief executive Jim Lovie once recommended that trawlers shouldn't have any limits. Is it that he is jealous of the inshoremen and can't stand to see them make a living at any price?

Perhaps we should go back to cotton trawls or manila. At least it would revive the horrid braiding of nets. Or, perhaps, Mr. Lovie is a 'secret dane' at heart.

Leave the inshoremen alone. We practice better conservation methods than trawlers or pursers. If herring drift netting still took place, there would have been very little herring going for fishmeal and there would still be a herring industry.

It is the vacuum cleaner methods that create shortages. You can't trawl it all up today and expect it to be there next year.

D. W. ROXBOROUGH,
23 Midtown,
Inverasdale,
By Achnasheen,
W Ross,
Scotland.

Mine caught in the trawl

A BIG haul by the Grimsby inshore trawler *Streymoy* fishing 12-miles off Hartlepool on November 13 turned into a nightmare catch when the trawl came up complete with a 500 lb. mine.

Skipper Dave Horsley immediately radioed for guidance and coastguards advised him to put back to Hartlepool where they would arrange for *Stremoy* to rendezvous with a Royal Navy Bomb Disposal Unit from Scotland.

After gently coasting back, *Streymoy* lowered her deadly haul on to the sea bed in shallow water about one-mile off Hartlepool and marked the spot with a buoy.

The following day an RN team detonated the mine and, afterwards, a senior RN bomb disposal officer said the 21-tonner and her crew had had a "lucky escape" as the mine could have exploded at any time.

Also making an explosive bang last week was the wreck of the former Grimsby anchor-seiner *Arcona Champion*, which sank off Grimsby in thick fog a year ago after colliding with the Hull distant water trawler *Falstaff*. Her three-man crew was picked up uninjured by *Falstaff*.

The work was put in hand by the British Transport Docks Board to clear the channel.

Explosive charges were placed on to the remains of the wooden anchor-seiner by experts working from the launch *Jenny Reclaim*.

Streymoy: "lucky escape."

PEEL SCALLOPER GOES DOWN

Crewman slips away as skipper loses grip

ONE MAN was lost and another dramatically saved on Friday night when their 30 ft. scallop dredger sank in a heavy swell two-miles north of Peel, Isle of Man.

Skipper Jimmy Connolly, a Manxman of Peel, was plucked from the icy seas after clinging to a wooden table for half-an-hour. But the only crewman, 25-year-old James Greer of Donagadhee, Northern Ireland, was drowned.

Their GRP-hulled vessel *Ellan Sheeant* was reported to be shipping water at around 6 pm on Friday, and Skipper Connolly sent off flares and switched his radio to distress.

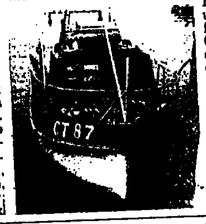
Half-an-hour later their boat sank and both men jumped into the sea without life-jackets. Mr. Greer is thought to have been injured. Skipper Connolly held on to him with one arm while clinging to the table with the other.

Peel lifeboat was launched, but by the time she got there, Mr. Greer had slipped away; the skipper was hauled aboard suffering from shock and exposure.

The entire Peel fishing fleet turned out to hunt for the missing man and, rejoined by the lifeboat, conducted a fruitless seven-hour search until nearly one am on Saturday.

It was continued at first light, but only wreckage of *Ellan Sheeant* (Manx for Blessed Island) was found until Monday afternoon when further items were found on Glen Moar beach, four miles off Peel, on the island's west coast.

Mr. Greer, had lived on the island for a year, after leaving his native Ulster where he was injured in a bomb blast. Skipper Connolly (35) was discharged from hospital on Sunday.



Left: the GRP-hulled *Ellan Sheeant* which sank off Peel.

SIX-FIGURE YEAR

THE outstanding achievement of a Lowestoft inshore trawler which has grossed over £100,000 this year has been recognised by a quayside presentation to her four-man crew.

The vessel which has set a new record for Lowestoft's inshore fleet is the 79ft. *Semper Crescendo* owned by Roger Klyne.

"It has been a consistently good performance throughout the year" said Carl Beare, manager of Ness Point Fisheries, agents for the vessel.

Mr. Beare presented inscribed silver tankards to the skipper, John Warren and the three crewmen Douglas Gee - mate, Cliff Welton - chief engineer, and deckhand Eddie Wigg.

Most of the trip by the vessel this year have been of four or five days duration, fishing grounds off the East Anglian coast.

Her most successful trip came in September when a 4-5 day spell at sea produced £4,500 gross.

Her owner Mr. Klyne was at sea at the time of the presentation on another of his inshore trawlers the *Semper Fidelis*. When he returned to port he was presented with an inscribed silver tray.

End of season social

AN END-of-season social evening for Tweed salmon fishermen was held in the Rum Puncheon Restaurant at Berwick last weekend. Dominoes and dart competitions were organised and there was a buffet instead of the normal formal dinner. Pictured right enjoying a pint are Tweed fishermen Mr. J. Yule, Mr. G. Easton, Mr. D. Renton, Mr. A. Robertson and Mr. J. Hastie.

FIGHT AGAINST THAMES EEL TRAWLING BAN

ESSEX fishermen fear their lucrative eel fishing may be restricted by a proposed bylaw which aims to end eel trawling in the Thames estuary.

Fishermen from Maldon and Burnham, who catch eels during the summer months, hope that they can win a reprieve from the proposed bylaw which is still in its draft stages.

The bylaw — to prevent trawling for eels — is being made by the Thames Water Authority in a bid to protect salmon and trout which have returned to the cleaner waters of the Thames in recent years.

The authority wants to ban fishing for eels with nets because they fear catches of salmon and trout will also be taken which would hit stocks.

Already local fishermen are objecting to the proposed bylaw. Maldon Oyster Fishermen's Association has strongly objected to the proposal which it considers would seriously affect the summer livelihood of some members.

The Kent and Essex Sea Fisheries Committee has also objected to the plan and at its November quarters meeting it was informed that, following its objection, the Thames Water Authority is now prepared to reconsider the ban.

While the local Sea Fisheries Committee is against the introduction of the ban, a spokesman said: "We can see the Water Authority's point of view — they are trying to conserve the rare fish stocks and are spending a lot of money on their restocking and research programmes."

However, the committee had asked for assurances that Essex fishermen would continue fishing as they always had done.

The Thames Water Authority has told the committee that local fishermen will be allowed to continue eel fishing "until such time as it appears that it might be necessary for some conditions to be imposed on them."

The general opinion is that the authority's major programme of re-stocking the Thames with trout and salmon will not commence for another five years.

There are fears that the water authority will issue a licence which will stipulate certain conditions severely restricting eel fishing using nets.

One local fisherman said: "Until we find out what this means we cannot really say what moves we will make to fight the ban, but we demand the right to fish for eels like our fathers did and their fathers before them."

'Andrew Wilson' back at Milford

MILFORD Haven's trawler fleet has been increased by the purchase from Fleetwood of the 106 ft. trawler *Andrew Wilson* by former Milford skipper Bruno Linke. He already owns the former Fleetwood trawler *Westerdale.*

The vessel sailed from the Lancashire port this week under the command of Skipper Jim Brodie — one of Milford Haven's most experienced fishermen.

Andrew Wilson leaves the Hazael Fishing Co. — one of Fleetwood's best-known near water operators — without any vessels. It also means that the vessel has turned full circle by returning to the port for which she was built in 1959. Her original owners were Pettit and Youds and she was commanded from new by the late skipper, Jack Ryan.

She was built for fishing the south of Ireland grounds, but as the area declined she began working in the Minch.

With the decline in Milford's fishing industry she was eventually sold to Fleetwood, where she was commanded by skippers including Fred Thompson and John Banks.

New shed plan at Fleetwood

FLEETWOOD Fish Transport's loading shed may soon be replaced because it is in need of major repairs.

The company's lease with the British Transport Dock Board is due for renegotiation and the firm is considering whether it would be better in the long term to demolish the old building.

Harry Fairbotham, chairman of the FFT, said that the company is liable for repairs under their lease and some of the girders were in such a condition that quite a lot of money would have to be found shortly.

"It just may be possible for us to put up a fresh structure designed for modern conditions.

"Last year we combined our resources with Hull and Lowestoft to provide a new fish distribution network. This has made major improvements in our overheads and working costs."

fishing news

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200FT. PIER EXTENSION

SCHULL pier, West Cork, is to have a 200ft. extension at a cost of £380,000 — 75 per cent of the cost being paid by the Department of Fisheries and the rest by the Cork County Council.

CATCH GAIN IN THREE YEARS

Raise minimum lobster size, say scientists

TOUGH measures on lobster fishing in England and Wales are proposed by scientists in a consultative document being circulated to sea fishery committees.

Three recommendations to increase catches in the long term are:

(1) Minimum legal landing size to be increased to 85 mm carapace length;

(2) Improve enforcement of the minimum legal size;

(3) Survey should be carried out in 1979 to assess fishing effort by all lobster fishermen, including part-timers and hobby fishermen.

These proposals follow extensive research around our coasts by staff of the Fisheries Laboratory at Burnham-on-Crouch, Essex.

In recent years, 2,272 tagged lobsters have been released off the E and NE coast of England, and 1,638 off the Welsh coast, to estimate growth rates and look for migrations.

In addition, catch and effort statistics have been collected and lobster catches examined to determine the size composition, sex ratio and the proportion "berried" (carrying eggs) in all the major lobster fisheries.

Results of these studies, together with other biological research, have enabled scientists to predict that an increase in landings could be achieved by raising the minimum legal size from the present 80 mm carapace length to 85 mm.

An increase could result in long-term rises in yield ranging by area from 4-17 per cent. There would also be a considerable increase (10-51 per cent) in the weight of the stock on the grounds, while egg production would increase by well over a third in most areas.

Raising the minimum size would protect more of the breeding stock and this could result in even larger increases in yield several years later.

The MAFF scientists appreciate that an increase in the minimum size must lead to some immediate losses in landings.

The time taken for catches to show the predicted gains depends upon growth rate. Lobsters at about 80 mm (¾lb) carapace length moult once a year on average, increasing to around 90 mm (1lb). So, the 5 mm increase in minimum size is only half an annual moult (see figure).

It has been possible to estimate that the immediate losses would average 15 per cent in the first year and 5 per cent in the second; gains should begin to appear in the third year. Such losses are within the range of natural fluctuations in catches by fishermen from year to year.

It is believed that lobster prices could increase to compensate for the short-term reduction in supply and more of the higher priced select lobsters would be landed.

Enforcement of the minimum legal size has been helped by the change in 1976 from the 9 in. total length measurement to the equivalent metric carapace length of 80 mm. However, it is still not difficult to find undersized lobsters in the landed catches, with as many as 9-18 per cent being observed in some areas.

The scientists make the point that the only regulation protecting lobster stocks is the minimum size and this must be effectively enforced if the stocks are to withstand increasing fishing pressure.

Present high exploitation of lobster stocks also causes concern to the scientists. They believe that there has been an increase in the number of pots worked by full-time, part-time and hobby fishermen in recent years.

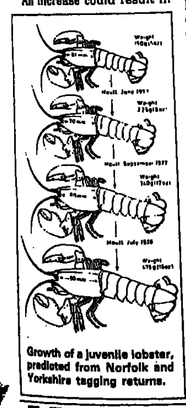
The lobster stocks are only capable of supporting a certain level of fishing effort and, in many areas, they consider this has been exceeded.

The third proposal in the report is that the MAFF should undertake a survey of the numbers of full-time, part-time and hobby fishermen catching lobsters, and assess the level of fishing effort (ie pots in use) during the 1979 fishing season. This information is required because no accurate figures exist on the present level of fishing in the valuable lobster fisheries around our coasts.

Considerable concern has been expressed by fishermen and merchants at falling catches in many traditional lobster fisheries. The report stresses that a rapid recovery cannot be promised but an increase to 85 mm, together with effective enforcement to ensure that small lobsters are not landed, would make the stocks more robust and better able to withstand the present high fishing pressure.

Similar assessments by scientists from the DAFF laboratory at Aberdeen suggest the increase to 85 mm carapace length would be of long-term benefit to most, if not all, Scottish lobster stocks.

Copies of the report are available from the Fisheries Laboratory, Burnham-on-Crouch, Essex.



Growth of a juvenile lobster, predicted from Norfolk and Yorkshire tagging returns.

IRISH INSHORE GROUP

IRISH inshore fishermen plan to set up their own national organisation.

Representatives attending a meeting in Galway claimed that inshoremen provided at least half the value of the national catch.

According to fishermen at the meeting, who set up a committee to arrange the formation of a national organisation, inshoremen have not been adequately represented.

The men operate trawlers of up to 40 ft. and are worried that their future could be threatened by lack of Government interest.

Their demands were not made clear at the meeting, but it is understood that they will involve the issuing of licences to cover lobster, crayfish and scallops to protect the species.

No merger —says FOS

THE FISHERIES Organisation Society has disassociated itself from an announcement by the National Federation of Fishermen's Organisations (*Fishing News, November 24*) of its willingness to absorb FOS members and establish headquarters of a new body at Grimsby.

FOS vice-chairman, Alan Spencer, told *Fishing News* this week that there was no question of a merger with the NFFO. FOS members would decide their next move at the annual general meeting which was due to be held yesterday.

Commenting, the general-secretary of the FOS, Ernie Hamley, said that the NFFO view did not accord with the society's interpretation of the outcome of earlier talks.

The FOS stresses that, with its 120 affiliated groups, coastal coverage is wider than that of the NFFO.

"The FOS is anxious to ensure that future policies follow what the catchers want in co-operative development of the inshore fishing industry," said Mr. Hamling.

The governors of the FOS will now be carefully considering whether talks might lead to the federation joining with the FOS to form a new united inshore body. Mr. Hamley added that such a move would require centrally located headquarters, which are essential for trade contacts and communication with Government bodies.

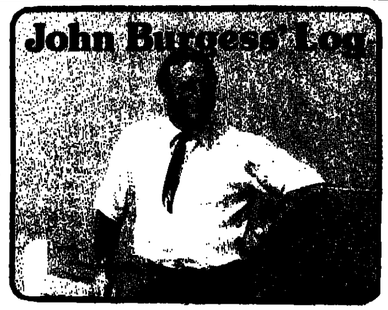
Buoyant working jacket

THE IRISH SEA Fisheries Board's consultant on safety at sea — Commodore Tom McKenna — has been quoted as saying that the board had set itself the brief of finding a way to build effective buoyancy into protective clothing normally worn by fishermen.

He hopes that some tragedies could be avoided when fishermen go overboard if they wear 'floating clothes.'

Others seem to have set themselves the same objective, too. And Cosalt Ltd. considers that a company in Canada has achieved its aim. For it is importing a buoyant working jacket in big quantities.

In design it resembles a donkey jacket but, instead of being made of wool, it is made of nylon lined with closed-cell



Ensolite foam. It is waterproof, windproof and, should you fall overboard, it will float you indefinitely.

It is known as the Floater jacket and is, I think, the type of jacket that most fishermen from trawler skippers to operators of inshore boats will find just about ideal.

It is comfortable to wear and you can work in it just as efficiently as if you were wearing an oilskin or donkey jacket.

It is as warm, if not warmer, to wear than a donkey jacket. And it has a hood, ingeniously zipped into the collar, which you can pull over your cap if you want in foul weather.

It is lighter than a donkey jacket and fastened with a light, two-way plastic zipper, which will never corrode. It has storm cuffs in the sleeves which make for extra warmth.

You can get US Coastguard-approved Floater jackets coloured orange or navy blue in several different sizes. It's as well to get one of ample size so that you retain freedom of movement when wearing a guernsey, etc., underneath it.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.

Fitting exhausts

"WE ARE about to install an engine in a wooden beach boat, but are in doubt as to whether it would be best to fit the exhaust pipe vertically or horizontally.

"Could you tell us what are the advantages and disadvantages of either method?"

■ If an exhaust pipe is installed vertically, fumes are dispersed where they are not likely to blow back inboard and become obnoxious.

Less noise generally emanates from a vertical than from a horizontal exhaust and — an important advantage from your point of view — no sea water can run backwards through it into the engine.

If an exhaust pipe is fitted vertically, engine cooling water cannot be discharged through it and a separate pipe has to be fitted. A vertical pipe is not a thing of beauty and, at times, may cause an obstruction.

If a hinged flap which opens automatically when the engine is started and closes when it is stopped, is not fitted, rain water has to be kept out by placing a mug or somesuch over the top of the pipe — one more item to be remembered when leaving the boat. . . .

. . . and lagging

"WE ARE thinking of lagging our engine exhaust pipe with GRP laminations. Would this be as effective as lagging it with asbestos?"

■ I think not. A reader of *Fishing News* once had his 180 hp Caterpillar engine's exhaust lagged with GRP and it soon went up in flames.

"Within 45 minutes of steaming at full throttle," he said afterwards, "the engineroom was ablaze; the lagging had burnt completely away and the engine control and instrumentation wiring was destroyed."

Pelagic trawling

IF YOU ARE interested in one or two-boat mid-water trawling, or catching fish near the bottom but not close enough to use a demersal trawl, a new book will be of value. It is called *Pelagic and Semi-Pelagic Trawling Gear* and has been written by John Garner for a specific reason. The author believes that a most desirable way of obtaining the maximum sustainable yield from stocks of fish, and of conserving them, is to use highly efficient gear. The aid of the most modern fish finding devices allows you to be selective about what you catch. In this way death or damage to immature fish will be avoided.

His aim in writing the book — and in illustrating the text with his own excellent drawings — is to show the most advanced trawls and gear for catching species which are to be found between mid-water and the surface, and the most advanced equipment for catching those which may be found near but not on the bottom.

He describes the development of pelagic trawls; examines existing net patterns and new concepts; and gives specifications of single boat pelagic trawls and various towing assemblies.

Succeeding chapters contain information on otter boards and assembly procedures; notes on rigging procedures; semi-pelagic and single boat dual purpose trawls; pelagic pair trawls; and on selection of mesh sizes.

Format of the book is square so that large scale illustrations can be reproduced. Every detail of every drawing is so clear that you could use one as a guide when rigging a net or assembling gear.

It is, therefore, a book which will not only be thought-provoking to gear technologists but of practical value to skipper-owners seeking to improve their own gear.

Published by Fishing News Books Ltd., 1 Long Garden Walk, Farnham, Surrey, it costs £9 plus 5 per cent for packing and postage.

50 years ago

. . . Recalling some of the stories which appeared in our columns this week 50 years ago.

DECEMBER 1, 1928

OVER 40 fishermen's families to benefit by scheme carried through by members of Cork County Council enabling fishermen of Knockadoon to disperse fish in best market. Until now they have been dependant on local fish buyers for prices of their fish and gear. Large sum of money also to be spent on improvements to harbour.

MILFORD Haven fishing fleet survive roughest weather in Atlantic for many years without loss of lives and little loss of equipment. Some men even given-up hope of ever reaching home.

RATES to be charged for use of Top Tieb Harbour — near completion — discussed at meeting of Marazion Harbour Commissioners and Ministry.

BOAT building boom in Banff and Macduff of Zulu, Fife and ordinary stern types. Popularity has spread as far afield as Skye.

JOBS THREAT—PORT LANDINGS PLUNGE

AS FISH landings at Grimsby fell to less than 10,000 kits last week, the worst since January, merchants warned that unless the situation improves very quickly there could be redundancies before Christmas for shore-based process workers.

Only 696 kits were landed from three North Sea trips and three inshores last Friday and with overland supplies equally short streams of filleters were sent home early because there was no fish for them to process.

It was the second Friday in succession that workers had been laid-off because of an acute shortage in wet fish landings and highlighted another disastrous week for the port's trawler owners with continued bad weather and slack fishing on most grounds reflected by yet another run of tiny trips.

The gamble by Boston Deep Sea Fisheries in putting *Boston Phantom* (Sk. Ray Evans) back off the Norway coast, after being laid-up since August, misfired completely and the hapless 142-footer came up with only 459 kits, including 210 of haddocks and 170 of codstuffs after 25 days which grossed £9,225.

The losses incurred were described as "heavy" as were those on the Group's other distant water sidewinder, *Prince Philip* (Sk. Frank Gray), which did slightly better with a 570-kit turnout, including 260 of codstuffs and 125 of haddocks, from a 23-day trip to make £21,581.

Both trawlers were laid-up again at the end of these trips and are unlikely to fish from Grimsby ever again due to the closure of the firm's trawling interests at the end of December from Grimsby.

In the middle/near water sections BUT's *Ross Leopard* (Sk. Jimmy Brown) worked wonders off the Scottish coast to land 701 kits, but it was mostly coley and dogs, and the 130-footer had to settle for £21,723.

Ross Leopard, nevertheless, had a tally which was just good enough to shade out sister-ship *Ross Civet* (Sk. Alan Redpath), back from a rare excursion to the Faroes over 18 days, on £20,702 from 501 kits, half again being coley.

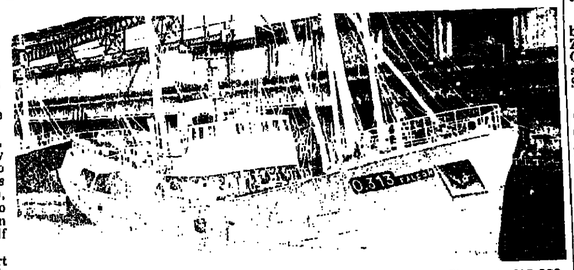
Easily the best local effort came from the port's top pair team *Margrethe Bojen* (Sk. John 'Lemon' Richardson) and *Frances Bojen* (Sk. 'Tinus' Bojen) with a career-best trip together worth £54,445 from 1,128 kits, mostly cod and codling, from a 16-day North Sea trip.

With Skipper Jens Bojen back after holidaying, the pair plan two more trips before Christmas and already there is talk of cracking £60,000 before the New Year.

Of nine local seiner landings the Jubilee-agented *Solveig Borum* (Sk. Leo Dam) with a big catch of cod and dogs in a 328-kit turnout was top tripper with £13,413, but apart from Consols' *Vikingborg* (£10,120) most of the others ended up in debt.

Of the visitors pride of place again went to Iceland with the stern dragger *Krossvik*, the port's only Icelandic landing of the week, scoring well through the Fylkir agency to make £57,538 from 1,091 kits. With only 255 kits of cod there was a tremendous scramble for it and the best sold at £93.50 per 10-stone kit!

There was over 1,000 kits also of badly needed fish from three Hamling-agented Belgian beamers, *Westhinder* (£20,094), *Falcon* (£18,600) and *Noordhinder* (£18,167).



Falcon; returned to Grimsby in her role as a Belgian beam trawler last week. She made £18,600 from a landing of only 347 kits.

Trials for 'St. Leger'

THE STEEL pocket trawler *St. Leger*, built at Hepworth's Paull shipbuilding yards near Hull to the order of Thomas Hamling & Co. Ltd., ran trials at the beginning of this week.

Command of *St. Leger* has been given to Skipper Jackie Zeebroek, junior, one of Grimsby's most experienced small boat inshore and North Sea trawlermen.

St. Leger is powered by a Baudouin main engine and is the first brand-new vessel of any sort to be added to the Grimsby fleets for over a year. She is for operation in Hamling's subsidiary, A. E. Richardson & Co. Ltd.

This type of small trawler has proved very successful from the Yorkshire ports and if successful from Grimsby too, it is hoped she will be followed by repeat tonnage.

Billingsgate

LAST WEEK there was a particularly pungent and nasty odour about the market — ammonia. Not from a mass of decaying wings or dogs but a leak from the antiquated subterranean cold store. The cold store company were in quickly with emergency repairs and fans to disperse the gas but ammonia is persistent and it hung around dangerously in various cellars for quite a time.

Everyone is agreed that the store is long past its best, but for the next two years at least, it must be kept going if only, as one school of thought will have it, because the market would physically collapse if the store was ever allowed to thaw. That aside, the expected life of the present building is two to three years and while the market continues on its present site, a store will be needed.

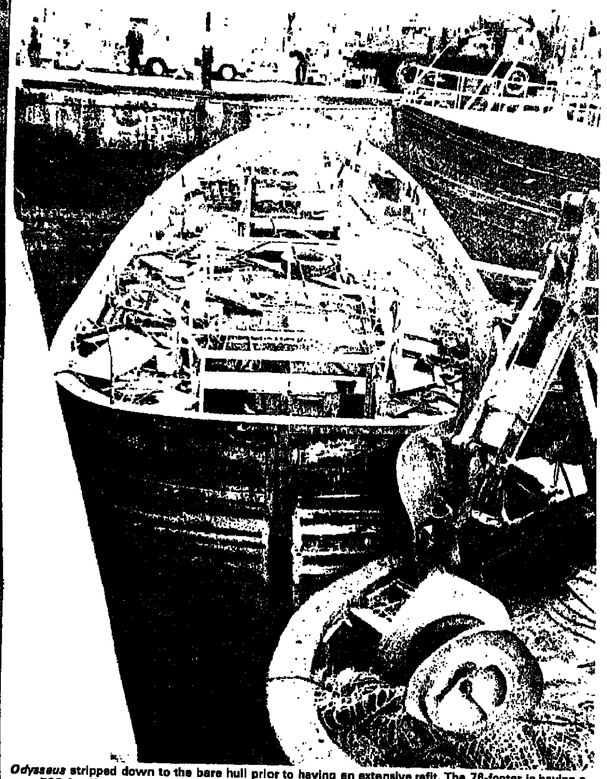
The state of the cold store, however, is only one symptom of a chronic condition. For years, the thought has been that the market is going to move or be rebuilt. And it was going to happen in the next two, three or four years. The result has been a marked reluctance by all concerned to spend money on renovations and a tendancy to patch where more fundamental repair was required.

With a target date now of July, 1981 for the opening of the new market in West India Docks, this is a situation that can be expected to get worse.

The surroundings will become even more shabby, machinery will break down more frequently and no new investment will be made.

Aesthetically, inhabitants of the market are unlikely to worry, enured as they are to working in deplorable physical conditions but danger is another matter and, one suspects that the Health and Safety Executive will not accept so readily the excuses that nothing can be done because in another two years we will be moving into a beautiful new market, or perhaps that "will" ought to be "should."

Ahead in the top port little!



Odysseus stripped down to the bare hull prior to having an extensive refit. The 76-footer is having a new 500 hp Kelvin engine and Lossie rope reels.

PETERHEAD looks certain to become the premier fishing port in Scotland this year.

The value of fish landed at the port up to the end of October was more than £3m. ahead of Aberdeen.

Unofficial figures show that the value of all species of fish landed at Peterhead by British and foreign vessels during the ten months up to October 28 amounted to some £26m. Aberdeen's figure is just over £22½m.

Aberdeen was still slightly ahead for weight of landings but, as Peterhead is the main base for seine netters and inshore trawlers, its fish would command higher prices.

As more and more vessels have been cramming into Peterhead during recent years, it had been anticipated that the port would eventually move into the top position.

However, the achievement must be most gratifying for all the shore-based personnel who have done everything in their power to encourage boats to use the port.

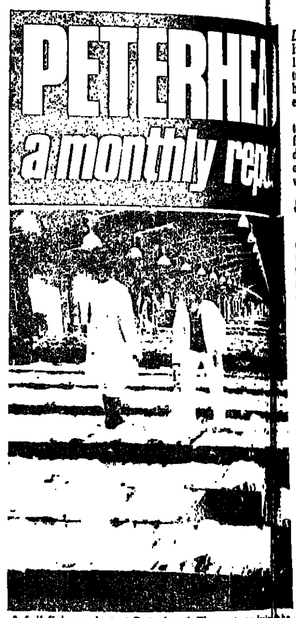
Market

Facilities will soon be improved further by the construction of a 240ft. extension to the fish market. Formal approval for the project has now been given by the Department of Agriculture and Fisheries for Scotland.

Main contractor for the work, which will cost some £400,000, is the English firm of Norwest Holst Ltd.

One of Peterhead's larger boats has been trying out an unusual method of white fish capture.

The 86ft. *Summer Dawn*, fishing under Skipper Stanley Morgan, has been working cod nets on hard ground some 30 to 40 miles to the south of Norway.



A full fish market at Peterhead. The port now looks to be the leading landing base in Scotland this year.

So far her results have been encouraging, although she started somewhat late in the season and missed the best of the cod fishing.

Skipper Morgan has always been willing to experiment with fishing methods and decided to try the cod nets as he heard that they are being used with success by the Norwegians.

Summer Dawn has been using three fleets of 50 nets, each net being 15 fathoms long and two fathoms deep. The nets were used in Norway where she was also fitted with a net hauler.

Because she came late in the season her skipper consisted largely of haddock but the vessel is now able to work her gear successfully.

She will, perhaps, switch to sprat trawling later and then return to cod netting next year.

The steel hulled *Summer Dawn*, built at the Sigbjorn Iversen yard in Norway in 1973, is of traditional seiner-trawler layout and is powered by a Mirrlees Blackstone engine of 637 hp.

Shore-based firms continue to be as busy as ever. The new firm of R. J. Rollers is inundated with work after being operational for only five or six weeks.

Strong

It has developed a new design of seine rope stern roller and six vessels are using the equipment, while at least a dozen more sets are on order.

The firm's manager, Mr. McCracken, says that the units are strong, light weight, and easy to handle and maintain.

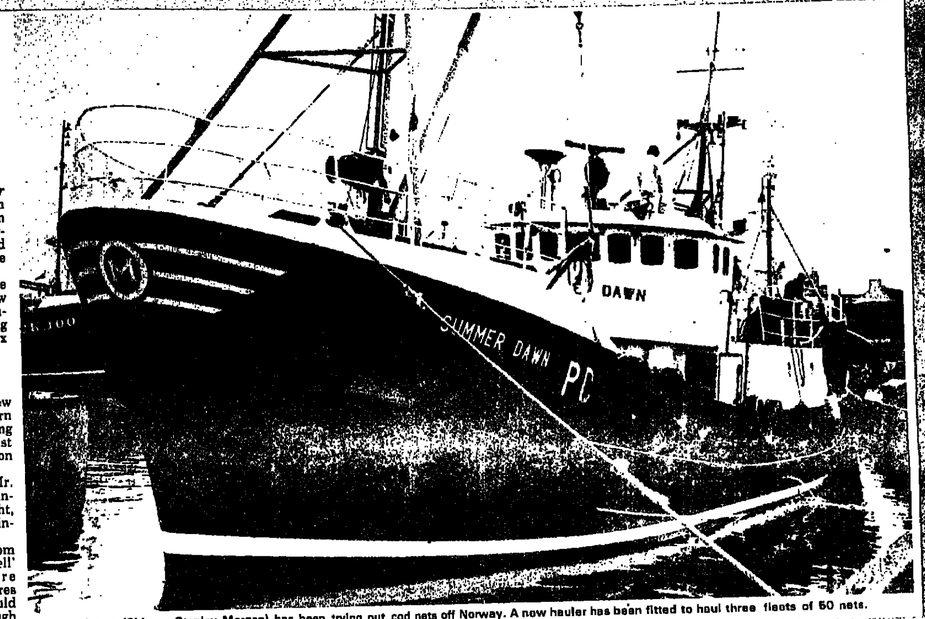
The rollers are made from hard wearing '64 Rockwell' steel and the aperture between the rollers measures about 4½in., so that should two shackles pass through simultaneously they will not jam. A safety latch at the top of the unit prevents the rope from jumping out.

The rollers can be unscrewed from the unit so, should they become worn in one place, they can be taken off and screwed back on the other way round. Spare rollers are supplied and can be easily fitted at sea.

Stripped

Several older vessels in the Peterhead fleet are being extensively modernised to bring them into line with present day requirements.

The 76ft. *Odysseus* has been stripped down to her bare hull and is being given a big refit by the Northern Engineering Works. New fittings are to include a 500hp Kelvin engine, Lister auxiliary engine, Northern Tool and Gear winch and Lossie Hydraulics rope reels.



Summer Dawn (Skipper Stanley Morgan) has been trying out cod nets off Norway. A new hauler has been fitted to haul three fleets of 50 nets.

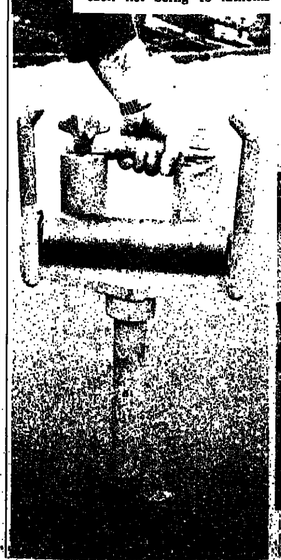
A new deck shelter and steel deckhouse is to be fitted, but the original whaleback will be put back.

Marconi is to supply most of the new electronics which will include the very popular Chromoscope K echo sounder.

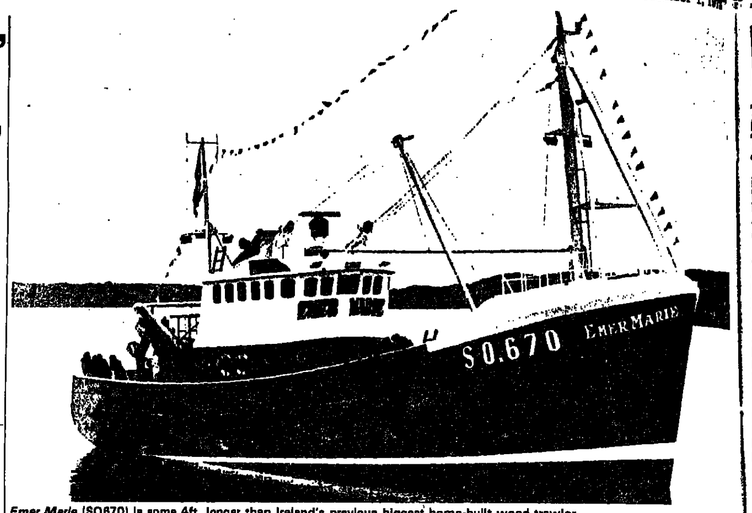
Odysseus was built as *Respendent* in 1959 at the Richard Irvin boatyard in Peterhead. She is now owned by local skipper, Tom Milne, who now commands *Castle Hill*.

Finally, quite a few Peterhead vessels are moving down to the Westcountry for the winter mackerel fishery. Two 86ft. pair trawlers, *Starlight* and *Constant Friend*, are down there for the first time.

Another partnership, *Fairweather V* and *Sparkling Star*, collected new fish pumps from Norway before sailing south.



Stern roller units being made by the new firm of R. J. Rollers. Above: *Fairweather V* (ex Alec Buchan) has been fitted with a fish pump in preparation for the new season.



Emer Marie (SO670) is some 4ft. longer than Ireland's previous biggest home-built wood trawler.

Now 86-footer is Ireland's largest

SKIPPER Charlie Gallagher of Co. Donegal is now operating the largest-ever wooden trawler built in Southern Ireland. The boat's name is *Emer Marie* and she was launched in October (see *Fishing News*, October 27).

Earlier this year the privately-owned Mevagh boatyard completed the country's previous biggest wooden boat, an 82-footer.

The 86-footer was built at the Irish Sea Fisheries Board's (BIM) yard at Baltimore, Co. Cork, using iroko and native oak. She is well equipped and has a fishroom cooling plant by Hall-Thermotank.

Skipper Gallagher hails from one of the oldest fishing families in the north-west. In 1969 he took command of his first BIM-built trawler, *Mother's Wish*, then in 1972 bought the larger *Mallrin*, a 75ft. Norwegian-built vessel. He operated her up to 1977.

He has been among the top skippers at Killybegs in recent years and the vessel has been named after two of his daughters.

The boat has an overall length of 85ft. 9in; beam, 24ft. 7in; and draft, 13ft. She is of carvel construction with engine seatings and masts in steel, and a whaleback of aluminium.

The transom sterned *Emer Marie* has her engine aft, hold amidships and accommodation aft of the engineroom.

Accommodation for eight is arranged aft, below decks, and the deckhouse consists of an aluminium wheelhouse, steel galley, messroom, washroom and WC.

Emer Marie's main engine is a Caterpillar D.398 TA 'B' rated 850 hp at 1,225 rpm. It drives a Fernholt and Giertsen VP gearbox (type PB3-98/50 with 3.9:1 reduction) and Fernholt and Giertsen CP sterngear and propeller, complete with fixed nozzle.

A Gardner 6LXB rated 127 bhp at 1,500 rpm drives her auxiliaries, while she also has an emergency auxiliary set comprising of a Lister type ST3MA air-cooled diesel engine rated 22 bhp at 1,800 rpm.

Her deck machinery consists of two Bopp split winches (one starboard type 3500 4BS Hydra NG and one port, type 3500 2BS); Bopp net drum type ECH 2800; Bopp heaving winch type 3000 1B; and Bopp unloading capstan, type TAC 29 1000; and Lossie PB5 power block with 38in. head and, three-ton pull.

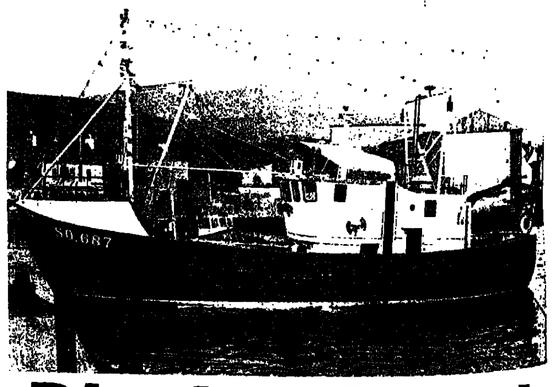
Her main hydraulic power-pack is type GURY PL48 and there is an auxiliary hydraulic powerpack, too. The oil reservoir tank holds 90 gallons.

Her wheelhouse is equipped with: Decca Navigator Mk. 21 with 350T Plotter; Decca desk binnacle and Decca 450M Autopilot. Also a multi-element transducer type SW 6019, Fishfinder type 720SP, 4101 radar with 9in. CRT, all by Atlas.

Her Atlas Netzsonde 470k, with 470 recorder, incorporates black/grey amplifier for grey line presentation, 750 fathoms of heavy duty netzsonde cable (two-ton breaking strain) and multi-element ceramic headline transducer. She has a Johs. Krash netzsonde winch of 1,800 metre capability complete with a hydraulic paris to work with the Atlas Netzsonde 470.

Her 400 watt SSB radio telephone is Dancom's model RT102 and other fittings include Ben Superspeed L; Amplidian talk-back system and Dymar Viking VHF.

Emer Marie is the third trawler completed by the Baltimore boatyard this year, the previous two being 75-footers.



Dingle's latest

SKIPPER Michael Fallon of Achill Island, Co. Mayo, Ireland, took delivery of a new 65ft. transom stern trawler (above) at the BIM boatyard, Dingle, Co. Kerry, last month.

The vessel is named *Aelindrew* and is built of iroko and native oak. Her main power unit is a 415 hp Kelvin diesel and she has a beam of 22ft. and draft, 10ft. 6in.

Skipper Fallon started his fishing career as a trainee on board the 50-footer *Ros Bríghde* in 1963. He bought the 50 ft. *Girl Betty* in 1976.

WALES' FAST TRAWLER

THE Cardiff Boatbuilding Co. is specialising in fitting out a fast 33ft. GRP hull to produce the Tusker 33. Its latest completion is named *Sarah Jay*.

She is fitted for stern trawling and potting and is owned by Celtic Trawlers of Pembroke Dock, Wales. Her owners are reported to be delighted with her.

The 33-footer has a beam of 11ft. 9in. and draft 3ft. 6in. A mild steel box section gantry is fitted aft, with the towing gear leading through blocks from the Spencer-Carter one-ton hydraulic winch. A ¼-ton pedestal-type line hauler is also fitted and both units are driven from an hydraulic pump off an engine PTO.

The Ford-based Sabre 180 hp main diesel drives a three-bladed nickel-aluminium-bronze propeller via an hydraulic Borg-Warner 1.5:1 reverse-reduction gearbox.

Her stern gear comprises a 1½in. stainless shaft running in a grease lubricated stern tube, with an outside water-lubricated bearing.

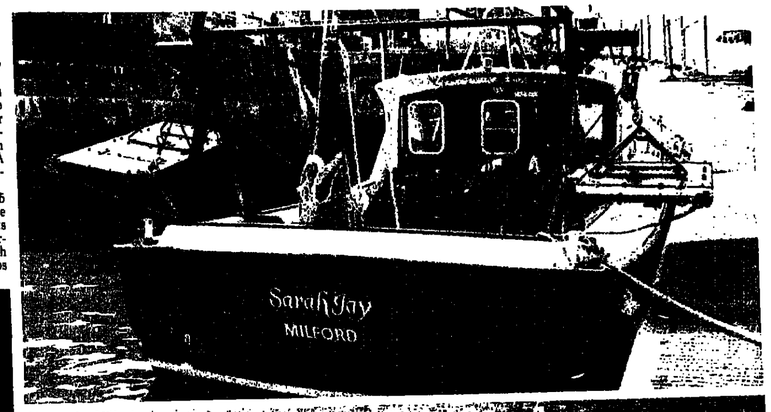
Equipment

The wheelhouse is well equipped and contains a Necom 202 echo sounder, Cetreck 701 autopilot, 'Sailor' RT144B VHF set and Decca's Super 050 radar. Provision has been made to fitting Decca Navigator.

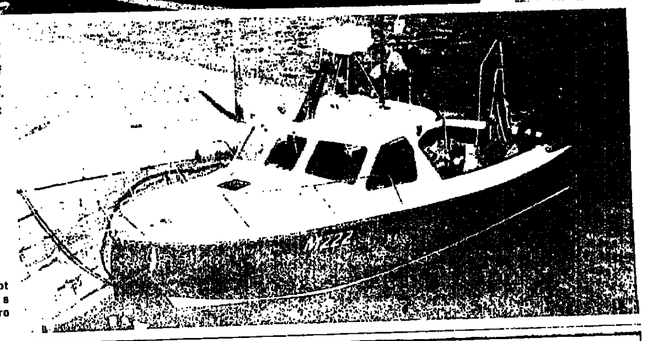
Two berths are provided forward, with a dinette arrangement in the wheelhouse which converts to a double berth if required. A well equipped galley and separate shower and toilet compartments are built in to make life aboard *Sarah Jay* comfortable.

Hot and cold freshwater is delivered to the galley and the wash basin in the shower compartment, hot water being supplied from an Aquaflow heater unit. A Mivis refrigerator is also installed.

On trials she made up to 15 knots and proved to be seakindly and dry. The decks are self-draining and watertight, drainage being through two large scuppers with flaps built into the transom.



Above: the Milford-registered *Sarah Jay* is owned by Celtic Trawlers of Pembroke Dock. She was originally ordered as a part pleasure boat.



Right: the 15-knot *Sarah Jay* is powered by a Sabre 180 hp diesel.

MORE 'TUSKERS' SOON

THE 'TUSKER 26' fishing boat is soon to be introduced by Cardiff Boatbuilding.

The GRP-hulled boat will have a raked stem and mfv stern and is being aimed at fishermen wanting a multi-purpose small boat.

The firm, which is based at Cardiff Docks, is at present extending its premises to increase boat production.

Main dimensions of the 26-footer are beam, 9ft. and draft, 2ft. 6in. She has been designed at the yard which is now at work producing the hull plug to build the mould.

The Tusker 26 will be available open or with a wheelhouse. A Tusker 18 is also to be added to the range. Prices have not yet been finalised.

shell fish chat

THIS SUMMER I visited Northern Ireland and called at the busy port of Kilkeel, on the north-east coast.

A large fleet of boats trawl for Norway lobsters (sometimes called Dublin Bay "prawns" or nephrops) and last year 3,163 tonnes valued at over £1½m. were landed at ports in Northern Ireland.

This fishing is the most important in the province, and nephrops represented over half the value of all fish landed last year.

Nephrops are abundant on offshore grounds in the Irish Sea, between the Irish coast and the Isle of Man.

From what I was told it appears that the seabed in that area is composed of soft, sticky mud — ideal for nephrops to dig into and make the labrynth of holes which form their homes.

Otter trawls, towed by trawlers with engines ranging from 150 to 400 bhp, are used to catch them and the peak fishing period is during the summer.

There has been a concession in the Irish Sea which allows nephrops nets to have meshes measuring under 50mm, whereas for the rest of the UK 70mm must be used. Our Fisheries Minister, John Silkin, has made efforts to introduce a uniform 70mm mesh for nephrops nets in UK waters.

One of the problems with the Irish small mesh is that they take large quantities of whiting and, to a lesser extent, cod. Most are below the legal landing size.

Estimates made in the early 1970s suggested that some 34 million small whiting were rejected every year by nephrops trawlers fishing in the Irish Sea. Very few of these whiting were expected to survive.

I presume that Mr. Silkin's proposals to press for all fishermen trawling the Irish Sea, to use larger-meshed nets was aimed at reducing the by-catch of whitings and other fish. This would reduce the massive mortality which occurs.

Today, however, I read a Government press notice which stated that, because of the problems it could cause our EEC partners, this proposal was not to be implemented with other conservation measures and so the small meshed nets will continue in the Irish Sea.

Scallops — a top earner

Last year 5,519 tonnes of scallops, valued at £3m., were landed in the UK by British vessels.

In England alone, scallop catches were worth £1½m. — a far cry from the 60 tonnes valued at £6,000 caught in 1967!

Before the First World War there was only limited fishing for scallops around Britain — some of them were eaten but the majority were used to bait long lines.

Since the Second World War the fishery has expanded, particularly in Scotland, with most of the catch being processed at home for export in frozen form to the USA and the Continent.

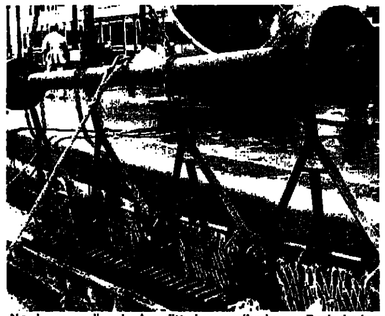
Brixham and Plymouth are two major scallop ports in south-west England and, in the past five years, scalloping has been the boom fishery in the Channel area.

On the west coast, Holyhead, North Wales, is also becoming a scallop centre and the fleet is expanding with the addition of several 70 to 100ft. beamers. They dredge for scallops in Liverpool Bay.

Scallop dredges

Scallops are caught in steel dredges towed along the sea-bottom. Two main types are used — the Newhaven dredge and the larger and heavier French dredge.

In the eastern Channel the Newhaven dredge (a spring-toothed dredge based on a simple solid steel triangular frame) is preferred.



Newhaven scallop dredges fitted on a roller boom. Each dredge has nine teeth.

Each dredge has a row of small steel teeth fitted to a bar which is attached to a trip mechanism of coiled springs. When the teeth hit on an obstruction the tooth bar jolts back to help prevent damage.

Newhaven dredges are usually worked from a steel boom fitted with rubber bobbin wheels at either end. Each boom has four to six dredges and most vessels work a boom on either side.

Newhaven dredges are used on stony or rocky areas but on softer types of bottom French dredges, which dig the scallops out of the bottom, have been found to be more efficient.

As the name implies, this dredge originated in France. To be exact in the Baie de St. Brieve, on the Brittany coast. The French dredge has longer teeth than the Newhaven dredge and these dig out the deeply recessed scallops.

Buried scallops

The scallop can be found on a range of bottoms, from among stones and rocks to fine, silty mud. It seems to occur most abundantly on silty sand mixed with shell, where there are also rocky outcrops or boulders.

If the bottom is soft enough the scallop will excavate a depression or crater in which to sit. Divers have reported that the shellfish covers itself with silt or gravel to camouflage the upper shell which lies at, or below, the level of the seabottom.

That's one of the differences between queen scallops and the ordinary scallop. Apart from the fact that the queen is usually smaller than the scallop, it is also known that queens lie on the seabed and are not tucked into a shallow hole like their cousins the scallop.

Both the queen and the scallop have clear rings on their shells. These rings are produced when growth has ceased for the winter, so making it possible to age these shellfish by counting the bands between the rings.

Growth rate does vary from area to area but, in general, a scallop will be about 1in. in diameter by its first winter (eight months old) and about 2½in. by the second winter (20 months old).

Scallops will be four to five years old when they reach a fishable size (4ins.) but, on many newly-fished grounds, specimens 14 to 18 years old are common.

Crawfish mating 'calls'

Crawfish (also called spiny lobsters) are caught off certain British coasts, notably Cornwall and south-west Wales. They are also abundant off the west coast of Ireland.

These crustaceans mate in late August and early September when they inhabit heavily creviced reefs, adjacent to deep water.

Research has shown that female crawfish give off a 'call' while they are in the mating condition and this sound strongly attracts males from surrounding areas.

For the technically minded I quote: "Crawfish emit sound energies in all frequencies from below 100 to above 10,000 cps. A number of different 'calls' are produced which appear to play a significant role in the life history of the species . . . ."

According to Dr. John Mercer of the Zoology Department, University College, Galway, who is also a scuba diver, when the first male reachess the female her 'call' changes and other males cease to react.

A prolonged courtship then takes place between the two crawfish. During copulation which follows, the male deposits sperm on the underneath of the female, the eggs are then laid and become attached to the swimmerets of the female, where they remain until the following spring.

Lobster eggs

As far as I can make out there is no similar attracting sound produced by a female lobster, but she may give off a scent.

While reading *The Lobster: Its Life Cycle,** by Herb Taylor, I learnt how female lobsters lay their eggs.

I quote: "Egg-laying time is a solitary period for the female lobster. Her mate does not have to be present.

"When she is ready, she rolls over on to her back and supports herself on her two large claws and her tail which she curls to form a pocket for the eggs.

"She assumes this awkward and vunerable tripod position to keep the eggs from falling from her body as she lays them, and to eliminate any chance of sand or mud from the sea-bottom contaminating the tiny eggs.

"As they flow from the tiny openings at the base of the walking legs, the eggs are fertilised by male sperm stored since mating, which may have taken place 12 months earlier.

"The fertile eggs are then cemented in place under the female's tail by a sticky substance secreted with the eggs.

"Depending on her size, the female can carry anywhere from 31,000 to 100,000 eggs or more . . . ."

Really I still marvel how nature has developed such a system.

TRAPPER.

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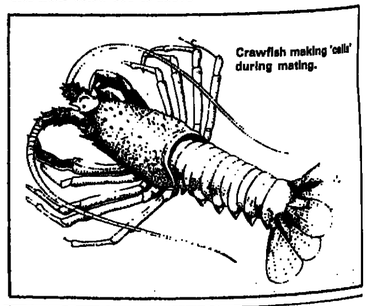

Crawfish making 'calls' during mating.

Top freezer skipper comes ashore

ONE OF HULL'S top freezer skippers Terry Thresh has been appointed outside manager by trawler owners Boyd Line of Hull. His new post will mean frequent trips to sea.

Terry Thresh, who is vice-president of the local Trawler Officers' Guild, will maintain his interest in fishing gear technology and resource development in his new job. In addition, he will be helping to train Boyd Line personnel, particularly youngsters.

Terry Thresh went to sea in 1950 and joined Boyd Line in 1952. His first command was *Arctic Viking* in 1960 as relief skipper. *Arctic Hunter* became his first regular command in 1964.

A year later Boyd Line bought *Arctic Brigand* for him to work and, in 1966, the vessel was top steamer in the Silver Cod championship, taking sixth place overall.

In 1967 *Arctic Brigand* appeared to have the trophy firmly within her grasp until Skipper Bill Brettell produced a large catch of coley from the Norway coast.

Arctic Brigand sailed on Christmas Eve and quickly dropped on to heavy coley fishing.

Space

However, Bill Brettell found her and, as he still had a 1,000-kit space in his fishroom, even had *Arctic Brigand* produced 5,000 kits in the five days she could not have overhauled Bill Brettell's *Somerset Maugham.* She then sailed on to the north-east Arctic and had to be content with being runner-up.

There was consolation however, for Terry Thresh as *Arctic Brigand's* year's grossing was higher than *Somerset Maugham's* and she carried away the Distant Water Challenge Shield.

In 1968 he took over *Arctic Ranger* as skipper and, a year later, he skippered the freezer stern trawler *Arctic Raider* from new.

Three years later — between 1973 and 1975 — Terry Thresh spent a considerable time on research for Boyd Line, sailing from Lowestoft, London, Peterhead and Mallaig.

His next new vessel, *Arctic Galliard,* was a year late in delivery and he took her to sea in 1975 until coming ashore.

Currently

In *Arctic Galliard* he won the Dolphin Bowl freezer competition in consecutive years and the ship is currently second in the 1978 competition. Her new skipper, George Kent, will be pulling out all the stops to improve on this.

In 1975 Terry Thresh set the national frozen fish landing record of 862 tonnes of herring from St. Kilda and the Irish Sea plus mackerel from Cornwall. She produced some 320 tonnes for a week's work and convinced Boyd Line of the viability of the Channel mackerel fishery.

At one time there were all four Thresh brothers sailing as skippers.

Skipper Terry Thresh.

MISSION MEN ON THE MOVE

THE superintendent at North Shields Fishermen's Mission, Stephen Cross (28), has been transferred at short notice to Lerwick, in the Shetlands.

Mr. Cross has run the mission on the Tyne for two years and re-instituted the fishermen's regatta this year which was a great success.

"Although the new job at Lerwick is technically a promotion, we are all very sorry to be leaving North Shields," said Mr. Cross.

Mr. Cross is to be succeeded by Clive Jones, who is moving from the Lowestoft mission.

Alex Slater, superintendent of the mission at Fleetwood, is soon to leave the port. He is to take over a similar post at Grimsby and will be replaced at Fleetwood by George Gilmour from Lerwick.

FLEETWOOD FIRM'S STAFF IS HALVED

FLEETWOOD'S continuing fish shortage led to one of the port's biggest merchanting firms, H. Field and Son, making six more staff redundant last week.

The firm's workforce has now been halved in 12 months.

Manager Leo Audley said: "Twelve months ago we were advertising for filleters in other major ports because we couldn't get enough locally.

"We've gone from one extreme to the other. I would like to think that these will be the last of the redundancies, but you just can't tell.

"We keep hoping that Icelandic and Faroese vessels will be coming in, but that's all we're living on at the moment — hope and prayer." The firm is now left with a staff of 25 compared with 48 a year ago.

The fish shortage continued to bite last week as there were landings by only five trawlers, including one from France. This catch provided the only bright spot of the week with her 697 kits — including 80 of cod, 10 of haddocks, 360 of whitings and 10 of ling — selling for £20,781.

It was a case of small catches and high prices for the remainder of the ships landing.

It is hoped that Fishery Minister John Silkin will meet a port deputation before Christmas. A meeting has been requested by Wyre Council's Fisheries Sub-committee, which includes representatives of most sections of the local fish trade.

Kiel boat for Whitby

THE 60ft. Danish fishing boat *Falcon* is soon to be sailed from the Baltic to join the Whitby, Yorkshire, fleet.

In command on the trip will be her new skipper and part owner, 24-year-old Whitby fisherman Richard Brewer. He will be accompanied by his two business partners who will cross the North Sea by ferry on December 5 to collect *Falcon* from Kiel.

Skipper Brewer, who has been fishing out of Whitby for six years as a crewman on *Ocean Venture* and *Venus,* said they hoped to make their first fishing trip before Christmas.

Falcon, built of oak 12 years ago, was modernised in 1976. She is powered by a 240hp engine and is to be fitted with a whaleback at Whitby.

Wheel of fortune

FISHMONGERS can save mental arithmetic by using the Fishmongers' Calculator.

The disc translates cost price per stone or pound into selling price per pound at any chosen percentage profit, by turning a dial.

The calculator measures 8½in. across and is obtainable direct from Instant Calculators Ltd., P.O. Box 120, Guernsey, Channel Islands.

Prices are £2 each, or £1.80 each for three or more, £1.50 each for ten or more, postage included.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£21,581: *Prince Philip*, Boston (Sk. F. W. Gray), 570k, NC, 23 days.
£12,225: *Boston Phantom*, Boston (Sk. R. Evans), 459k, NC, 25 days.

Middle water

£21,723: *Ross Leopard*, BUT (Sk. J. Brown), 701k, W, 16 days.
£20,702: *Ross Civet*, BUT (Sk. A. Redpath), 501k, F, 18 days.
£16,621: *Ross Kelvin*, BUT (Sk. R. Kurz), 486k, W, 16 days.
£10,579: *Ross Genet*, BUT (Sk. P. Phillipson), 250k, W, 16 days.

North Sea

£12,936: *Kyoto*, Taylor (Sk. G. Drewery), 290k, NS, 15 days.
£11,989: *Hondo*, Taylor (Sk. J. Green), 249k, NS, 15 days.
£11,662: *Lemberg*, Lindsey (Sk. H. Pexman), 247k, NS, 13 days.
£9,265: *Lucerne*, Lindsey (Sk. F. Davidson), 143k, NS, 14 days.
£8,817: *Nanao*, Taylor (Sk. A.Costello), 207k, NS, 14 days.

Seiners

£13,413: *Solveig Borum*, Jubilee (Sk. L. Dam), 328k, NS, 18 days.
£10,120: *Vikingborg*, Consol (Sk. B. Andersen), 236k, NS, 18 days.
£7,546: *Kronborg*, Consol (Sk. H. E. Dam), 160k, NS, 18 days.
£6,956: *Samora*, Chapman (Sk. G. Johnesen), 146k, NS, 18 days.
£5,956: *Anne Scott*, Jubilee (Sk. M. Dam), 144k, NS, 19 days.
£4,653: *Linda Lise*, Hamling (Sk. C. Olesen), 103k, NS, 16 days.
£3,556: *Arcona Lad*, Chapman (Sk. E. Frederiksmore), 74k, NS, 19 days.
£3,020: *Arcona Bay*, Chapman (Sk. E. Thomsen), 68k, NS, 18 days.
£2,010: *Lairlochie*, Sleight (Sk. J. Clark), 39k, NS, 10 days.

Pair teams

£54,445: *Margrethe Bojen*: £29,710, (Sk. J. Richardson), 620k, and £24,735: *Frances Bojen*, (Sk. M. Bojen), 508k, both John R., NS, 16 days.

Belgian trawlers

£20,094: *Westhinder* (Z 30), Hamling (Sk. E. J. Rappe), 369k, NS, 14 days.
£18,600: *Falcon* (O 313), Hamling (Sk. W. Neytf), 347k, NS, 13 days.
£18,167: *Noordhinder* (Z 506), Hamling (Sk. R. Vlietinck), 336k, NS, 14 days.

HULL

£15,832: *St. Dominic*, Hamling (Sk. J. C. Gibson), 357k, NC, 21 days.

FLEETWOOD

Homewater

£20,781: *Citie d'Aleth* (French vessel), 697k.
£6,685: *Resolute*, Ward (Sk. J. Wright), 130k, 12 days.
£6,661: *Royalist*, Howett (Sk. J. Buckley), 165k, 15 days.
£5,832: *Andrew Wilson*, Hazael (Sk. M. Oldman), 115k, 14 days.
£4,315: *Replenish*, Ward, 109k, 15 days.

ABERDEEN

£19,846: *Birchlea*, BUT (Sk. M. Taylor), 511k, F, 15 days.
£18,206: *Admiral Nelson*, J. Wood Group (Sk. R. Pirie), 435k, WC, 13 days.
£15,518: *Grampian Chieftain*, North Star (Sk. R. Leiper), 468k, S, 15 days.
£13,559: *Ben Chourn*, Irvin (Sk. P. Beattie), 334k, F, 15 days.
£13,367: *Ben Cairn*, Irvin (Sk. C. Grimmer), 281k, F, 16 days.
£12,821: *Mount Royal*, Aberdeen Inshore (Sk. A. Reid), 396K, O, 11 days.

LOWESTOFT

£19,742: *Boltby Queen*, Talisman (Sk. A. Gill), 371k, NS, 12 days.
£16,539: *St. Patrick*, Colne (Sk. D. Besford), 352k, NS, 12 days.
£13,795: *Farnham Queen*, Talisman (Sk. B. Turrell), 302k, NS, 12 days.
£12,679: *Boston Sea Fury*, Boston (Sk. M. Barnard), 262k, NS, 10 days.
£12,569: *St. John*, Colne (Sk. R. Jonas), 257k, NS, 12 days.
£12,217: *Ripley Queen*, Talisman (Sk. J. Deacon), 230k, NS, 12 days.

NORTH SHIELDS

£16,339: *Ben Strome*, Irvin (Sk. E. Longhorn), 38,237kg, NS, 4 days.
£13,049: *Ben Meidie*, Irvin (Sk. T. F. Jamieson), 25,270kg, NS, 5 days.
£5,907: *Ben Lora*, Irvin (Sk. R. Sheader), 8,480kg, NS, 9 days.

Under 80 ft

£8,132: *Valhalla*, Caley (Sk. R. Veitch), 12,108kg, NS, 4 days.
£7,206: *Sharon Rose*, Caley (Sk. J. Moodie), 12,028kg, NS, 4 days.
£5,919: *Orion*, Caley (Sk. W. Scott), 11,306kg, NS, 3 days.
£5,804: *Congener*, Irvin (Sk. A. Morse), 7,650kg, NS, 3 days.
£4,587: *Fisher Rose*, Irvin (Sk. R. Clarke), 7,043kg, NS, 2 days.
£4,139: *Ina McBain*, Caley (Sk. J. Fleming), 8,390kg, NS, 3 days.

MILFORD HAVEN

£8,657: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 136k, 13 days.
£7,551: *Picton Sealion*, Norrard (Sk. T. Salter), 130k, 13 days.
£6,987: *Rosevear*, Norrard (Sk. J. Manson), 123k, 12 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

HUMBER VESSELS DUE

GRIMSBY

Expected — during the week from Faroe and Westerly: *Ross Jaguar*, *Ross Juno*, *Ross Kelly* and *Ross Panther*.

HULL

No local deep water vessels expected, but Icelandic vessels *Olur* and *Drangey* due.

PORT MARKETS

FRIDAY, NOVEMBER 24

DUBLIN

A supply of 764 boxes, mainly from Howth, Skerries and Galway, met a fair demand. Mackerel and whiting were the main varieties. Prices *per lb*: lobster, £3.70; prawns, 20p/73p; sole, £1.40/£1.50; slips, 45p/50p; plaice, 50p/58p; cod, 27p/30p; codling, 16p/23p; whiting, 14p/15p; black pollack, 14p/16p; lemon sole, 20p/30p; dabs, 10p/17p. Prices *per box*: round whiting, £6/£8; ray, £14/£38; mackerel, £4/£8.

RYE (SUSSEX)

Prices *per stone*: plaice, £4.60; whiting, £1.50/£1.70; dabs, £2.20; gurnards, 60p.

MONDAY, NOVEMBER 27

GRIMSBY

11 boats landed a good supply of 1,934 kits, which met a good demand. Prices *per stone*: shelf cod, £6.50/£7.50; codling, £5.50/£6.50; large haddock, £6.50; medium, £5/£6; small, £4.40/£4.80; large plaice, £6/£6.60; medium, £5.60/£6.60; best small, £5.80/£7; large skinned dogfish, £10; medium, £8; saithe, £4/£4.40; rockfish, £3/£3.30; reds, £3.60.

HULL

1,685 kits from an Icelandic trawler. Price ranges *per 10 st. kit*, heads on: (boxed fish) cod, £44.50/£52.25 (average £48.55); codling, £47/£49.50 (£48.12); haddock, £45/£61.75 (£59.18); coley, £28/£37.25 (£29.55); bergylts, £23/£31.25 (£27.67); ling, £17.50/£37.25 (£29.31); catfish, £34.25/£38.50 (£35.96).

FLEETWOOD

Prices *per 10 st. kit*: lemon sole, £42/£45; witches, £18; cod, £35/£50; plaice, £38/£70; haddock, £45/£66; ling, £25/£35; coley, £32.50/£33; dogfish, £20/£25; monkfish, £38/£40; roker, £30/£65; whiting, £26.50/£31; gurnard, £8.50/£14.50.

MILFORD HAVEN

81 kits from one boat. Prices *per 8 st. kit*: squid, £45; cod, £45; codling, £45; large plaice, £55; medium, £50; small, £40; turbot, £135; whiting, £28; Dover sole, £223; slips, £150; tongues, £75; brill, £80; large ray, £68; medium, £55; small, £42.

TUESDAY, NOVEMBER 28

LOWESTOFT

1,271 kits from five boats. Prices *per 10 st. kit*: whiting, £13; cod, £42/£50; large plaice, £46/£55; medium, £46/£55; small, £45/£55; codling, £22/£47; large haddock, £56; small, £24/£42; large turbot, £170/£195; small, £100/£130; lemon sole, £48/£67; Dover sole, £265/£278; slips, £169/£187; brill, £50/£55; dabs, £15/£30; monkfish, £70; catfish, £24; dogfish, £25/£40; large roker, £38.50/£43; small, £32.50/£42.

BRIXHAM

Prices *per stone*: large cod, £5; large plaice, £4.80/£6.50; turbot, £20/£27.60; whiting, £2.80/£4.20; lemon sole, £6/£9.70; Dover sole, £24/£27.85; slips, £16/£17; brill, £7.50/£7.80; ray wings, £8.80; squid, £8; monkfish, £5.30/£12.80; dabs, £1.20/£5.50; red mullet, £14; bass, £16.80.

NEWLYN

Prices *per stone*: mackerel, price range from £1 to 50p, according to size; red mullet, £15; dabs, £2.70; gurnards, 90p; large whiting, £4.50; medium, £3.20; small, £2; large ray, £6; large medium, £3.80; small medium, £2.80; small, £1; large pollack, £3.80; medium, £3.20; large pouting, £2.30; small, £1.80; large plaice, £5.20; medium, £5; small, £3.50; large lemon sole, £8.50; medium, £7.20; small, £3.60; squid, £8.20; large monkfish, £12.50; medium, £9; small, £5; large cod, £4.80; large John Dory, £14; medium, £10; small, £5.20; large dogfish, £2.30; medium, £1.80; small, £1; Price *per lb*: bass, £1.25.

LOCHINVER

880 boxes from 14 boats. Prices *per stone*: cod, £4.45/£6.20; haddock, £3.90/£6.05; round haddock, £3.80; whiting, £3.10/£3.45; round whiting, £1.44/£1.68; plaice, £3.90/£5.20; megrims, £3.20/£4.30; lemon sole, £8.50; witches, £2.70/£4.20; dabs, £8.30; monkfish, £4.70; skate, £2.70/£4.60; saithe, £6.90/£8.70; ling, £2.40; hake, £2.90/£9.50; large prawn tails, £29.50/£35.60; small, £12.50/£14.10; lythe, £3.50; turbot, £18; squid, £5.50/£6.30; dogfish, £2.48/£2.75; eels, £1.20/£1.60.

LOSSIEMOUTH

40 boxes from four boats. Prices *per stone*: haddock, £2.70/£4.50; codling, £4/£6; whiting, £1.50/£1.70; plaice, £4/£6; monkfish, £3.50; sole, £7.

PETERHEAD

2,317 boxes from 11 boats. Prices *per stone*: cod and large codling, £5.80/£6.40; medium, £5.50/£6.10; small, £4.80/£5.40; whiting, £2.50/£3.50; coalfish, £3.50/£3.70; monkfish, £7.10/£7.20; plaice, £4.50/£7; lemon sole, £8/£10; dogfish, £2.30/£2.50. Prices *per box*: large haddock, £39.50/£44.50; medium, £33.50/£37; small, £28.40/£31.50.

FOLKESTONE

17 boats landing. Prices *per stone*: large cod, £4.50; medium, £4.20/£4.40; codling, £2.30/£3.60; conger, £3.60/£3.90; monkfish, £9; whiting, £1.40/£1.55; pouting, 70p/£1.05; skate, £3.20/£3.50; plaice, £6.95/£7; dabs, £3.80/£4.10; flounders, £2.90/£3.25. Prices *per lb*: Dover soles, £1.40; slips, 96p/£1.05; lemon sole, 64p/68p; mixed turbot, 70p/£1.05; cod roes, 45p/52p; bass, £1.03.

ABERDEEN

103 tonnes from 10 Faroe and North Sea boats. Price *per cwt*: large codling, £42.50/£48; medium, £37.40/£41; small, £27/£35; ling, £22; saithe, £26.40; large haddock, £46/£50.50; medium, £43.70/£44.50; small, £24/£36.20; whiting, £17.60; lemon sole, £46/£88; plaice, £34/£64. Price *per cwt*: halibut, £18.50.

ARBROATH

15 boats landing. Prices per box: medium haddock, £22/£24; selected, £30/£32; small, £26/£29; large codling, £23/£25; medium, £22/£24; small, £16/£20; large whiting, £14/£16; small, £8/£10. Prices *per stone*: lemon sole, £7/£7.50; dabs, £4.50/£5.

KINLOCHBERVIE

230 boxes from seven boats. Prices *per stone*: haddock, £3/£4.60; plaice, £3.50/£4.90; cod, £3.30/£5; megrim, £1.50/£3.90; skate, £1.50/£4.20; whiting, £2.50/£3; round whiting, £1.55/£1.80; dabs, £1.50/£2.10; lythe, £3; lemon sole, £3.60/£4; halibut, £9/£14; turbot, £16.60; squid, £6/£8.20; dogfish, £2.10/£2.65.

WEDNESDAY, NOVEMBER 29

NORTH SHIELDS

Prices *per 40 kilo unit*: large cod, £36; medium, £33; small medium, £33.25/£35.50; selected small, £31.50/£32; small, £24/£26.50; selected medium haddock, £32.50; medium, £31/£32.75; small, £25/£26.25; whiting, £18; large lemon sole, £57/60; medium, £51/£55; small, £40; medium plaice, £40.50; small, £34.50; large dogfish, £27/£28; small, £9/£12; saithe, £16/£22.

BILLINGSGATE

ON TUESDAY 283 tons were delivered. Average selling prices on merchants' stalls: rainbow trout, 60p/70p; soles, tongues, 50p/60p; slips, 65p/85p; medium, 70p/£2.30; large, £1.90/£2.30; eels, £1.25; foreign smoked salmon, £3; *per lb*: large turbot, £23.10/£24.50; medium, £16.80/£18.20; small, £11.20/£15.40; large brill, £7/£9.10; medium, £4.90/£6.30; small, £2.80/£4.20; English plaice, ¾lb-2¼lb, £7/£7.60; Dutch plaice, ¾lb-2¼lb, £7; Danish plaice, 1lb-1¼lb, £7.50; 1¼lb-2¼lb, £7.80; large halibut, £28/£30.80; medium, £25.20/£36.40; small, £14/£16.80; selected lemon sole, £10/£13; large witches, £5.50/£6.25; small, £4/£4.50; headless home water cod, £7/£8; fillets, shelf cod, £11/£12.50; bulk, £9/£11; bream, £10; coalfish, £6/£7; haddock, £12.50/£14.50; home water haddock chats, £5.80/£6; kit, £5.80/£6; gibbers, £6.70/£6.80; jumbos, £7.40/£7.50; selected whiting, £2.80; small, £1.30; small English dogfish, £5.80/£10; large, £9.50/£11.50; mackerel, £2; fresh herrings, £5.50; London cured dry haddocks, £9.60; dry fillets, £11; golden cutlets, £9.60; filleted kippers, £8; selected kippers, £8; sprats, £2.80; monkfish (skinned), £9.50; bass, £22.40; grey mullet, £7.70; squid, £9; large roker, £10.50/£14.20; medium, £8.50/£11; small, £5/£6.40; red mullet, £22.40; large conger, £4.20/£4.90; small, £2.80/£3.80; *per stone*.

SHELLFISH

SELECTED lobsters, £3.50/£3.80; unsorted, £2.40/£3; crabs, over 3lb., 30p/60p; under 3lb., 20p/50p; small, unsorted, 10p/30p; prawns, 65p/£1, *per lb*; oysters, £15/£28; *per 100*: Scotch winkles, £17; Irish, £17.10; *per cwt*: mussels, Scots, £5.75; Irish £6.25; *per bag*: shrimps, brown, £1/£1.60; English cockles, £2/£2.30; *per gallon*.

FROZEN FISH

Atlantic salmon, £1.30; Canadian halibut, £1.38; scampi, £1.40/£4; hun saam, 45p; grey mullet, 43p; barbouni, 66p; wong far, 55p; *per lb*: fillets, plaice, £9.10; cod, £8; haddock, £8.20; squid, £4.90/£5.32; kippers, £7.50; *per stone*.

Official and Classified ADVERTISEMENTS

Tel: 01-353 6961 **Telex: 21977** Sysmag

PLEASE NOTE NEW RATES
Semi-display £3 single column centimetre, £7.50 s.c.i.
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Vessels For Sale and Situations Vacant 13p per word.
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Telephone by noon MONDAY or write:
Classified Advt. Dept., Fishing News, 110 Fleet Street,
London EC4A 2JL.

VESSELS FOR SALE

MITCHELL sea angler, 23ft., "Sea Horse", six anglers, fully equipped latest gear, echo sounder, 25hp Sabb as now, seating accommodation, fully insured, in running order, complete all mod. cons. Full equipment, three anchors, reason for sale owner in bad health. £4,000 no reasonable offer refused. Telephone: Bton 69/1705 Sussex.

HULLS GRP mouldings, heavy duty to WFA standards, 19.5, 21 and 24ft., from £500 to £950. Peel Marine Ltd, Riverside, Teignmouth, telephone: (06267) 2324.

18ft. Fibre-glass Plymouth fisherman, 120hp Marcruiser engine, echo sounder and compass, twin axle trailer and lights, five man inflatable dinghy with Seagull engine, all excellent condition. Price £2,800 ovno. Telephone: Gosforth 853281 office hours.

OFFERS are invited for MFV "Danbrit" (GY.45). Built of wood by Fasberg, Denmark in 1942. Overall length 57.2ft., depth 7.5ft., breadth 16.5ft., gross tonnage 36.62. Reconditioned Cummins 250hp engine installed 1978, Twin Disc gearbox 4½:1 reduction, Skagen trawl winch. Hired equipment Decca Navigator Mk21, Sailor R/T and VHF. The vessel may be inspected in Grimsby Docks by arrangement with Mr. C. S. McFarlane of 144 Brereton Avenue, Cleethorpes, telephone: Grimsby (0472) 44721 or 52242.

36ft. x 11ft. x 3ft.6in., GRP, Neil Watson of Wicklow 1974, forward wheelhouse, 146hp GM., 10 knots cruising, Decca 060 radar, Seavoice VHF., Furuno FE.500, four man liferaft, capstan winch, Morse steering and controls. Decca Mk21 on hire. £15,000 ono. Telephone: Guernsey 64416.

28ft. LOA steel workboat, like new having been stripped down to bare metal, primed in Zinc Chromate, painted and anti-fouled, fitted 2.2 diesel with hydraulic box and single lever controls. All the following are new, self draining deck, forward wheelhouse and one berth cabin, Morse steering, electrical wiring including two 6V HD batteries, navigation cabin and deck lights, "A" frame and derrick, inspected on dry land, price for quick sale £2,950 or £3,150 fitted with a single cylinder diesel engined capstan with a dog clutch, telephone Rhyl (0745) 53265.

25ft. Dixon built clinker potter/trawler, 1964, forward wheelhouse, Lister twin 30hp., Seawinch three quarter ton hydraulic pot hauler, Seavoice VHF all new 1977. Ferrograph G500, sale includes two trawls, one set doors and warps, oyster dredges, one beam trawl. £7,400 ono. 35 Roberts Road, Totton, Hants, telephone: 0703 449958 evenings.

FOR sale fishing vessel 'Obelisk' Danish built seine netter, rigged for trawling, Paxman engine 133hp, Decca radar on hire. Echo sounder and Sailor radio ship's property. OAL 59ft. 10in., gross tonnage 35. Telephone: Grimsby 84667 (0472).

35ft. x 12ft. x 4ft. 6in., built Whitby 1976, larch on oak, aft wheelhouse, hydraulic steering, dual controls, Lister 88hp, Seavoice VHF, Furuno sounder, Seavoyor radar boat's property. NSW, one ton pot hauler. Telephone: Seaham 814894.

25kt. Fairey Huntress, 23ft. x 8ft. 6in. x 3ft., Perkins T6 354 145hp turbo charged diesel, Seascribe echo sounder, Marconi VHF., Blake toilet. Calor cooker etc., engine just rebuilt. £4,950 ono. Dick Downes, Yarmouth harbour, IOW. Telephone: 760 157.

MARGARET Alison, 46ft. Wheatherhead, converted and extensive overhaul, ready as yacht, diver or angler, clean condition throughout, Simrad, Seascribe sounder, MF, VHF, etc. Telephone: Tarbert (08802) 667.

"NORTH STAR" PZ 546, 30ft. versatility, forward wheelhouse, Gardner 4Lk, toilet, cooker, VHF, decked mizzen, Koden meter on hire. D. Lutey, Cliff Cottage, Penberth, St. Buryan, Penzance.

36ft. sea angling boat, twin BMC 2.2 diesel engines, forward cabin with berth toilet, sink and cooker, separate enclosed wheelhouse, radio telephone, echo sounder, compass, Dunlop liferaft, winch, many extras, £4,905. Tel: Deganwy (0492) 82439.

FOR SALE BY PRIVATE BARGAIN

M.B. "KINGFISHER" (BF 196)

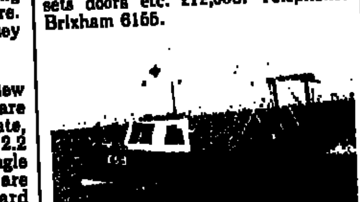
Registered length 72ft., overall 77.1ft., breadth 19.03ft., depth 19.19ft., tonnage gross and net 48.

Built of steel in Holland 1964. Fitted with Caterpillar D353, 425hp engine 1977. Lean and Toy mechanical winch, AF 19in. power block, Robertson hydraulic power steering, port and starboard gallows, aft electric landing winch, Furuno echo sounder and Kelvin Hughes echo sounder, Decca 450 auto pilot, Simrad VHF and variable receiver, Warden watch keeping receiver and liferaft receiver boat's property. Decca Navigator Mk21 and 350T plotter, Furuno FRS 24 radar, Furuno fish scope, Falkland SSB, Sailor multi-channel VHF on hire. Two x 450 fathoms 1½in. warp, two sets 7ft. 6in. trawl doors and a quantity of mid-water trawl and bottom trawl gear.

Vessel meantime fishing from Fraserburgh where inspection may be made, on application to: Geo. Walker & Sons Fr. Ltd., 119 Shore Street, Fraserburgh

with whom offers should be lodged. Telephone Fraserburgh 3211

STERN trawler, 35ft. x 11ft. 6in. x 6ft., built J. Noble, Fraserburgh, larch on oak, forward wheelhouse, Lister JS3, Brixham trawl winch and capstan, Decca 050 radar, RFD liferaft, Ajax radio, Ferrograph, new 120 fathom warp, three trawls, two sets doors etc. £12,000. Telephone: Brixham 6155.



32ft. x 11ft. x 3ft. 6in., double ended, rigged for scallop and trawling, gear includes four dredges, trawls, sounder, VHF, cooker, winch, warps, gantry, Ford six cylinder, 2:1 hydraulic box, well kept boat, ideal tripper. £8,500 ono. Telephone: Exmouth 6854 after 7pm.

NEW Morrison 31 steel trawler/workboat, Ford 110hp PRM box, large fuel capacity, propeller, clearance hatch, stern gantry, electrics, anodes, finish painted, antifouled. £10,750 plus VAT. Further details telephone: Newhaven 4589 (Sussex).

CRABBER fishing boat, 30ft. x 11ft. x 4ft., carvel, iroko on oak, aft wheelhouse, watertight deck and fore deck, radar VHF, sounder, Capstan hauler, Perkins 72hp. £9,250 ono. Telephone: Cowes 5838.

TWIN screw passenger vessel, DTI certificate class five, 90 passengers, class six 76 passengers. Box No. 036.

26ft. clinker built motor launch, Morris Navigator engine. Telephone Aberdovey 165472 303.

POCKET trawler launched 1968, 44ft. x 16ft. x 7ft., Baudouin DNK6 160hp 1200 revs 4:1 reduction, built of oak on oak, rigged for side trawling both sides, four drum winch, wheelhouse aft with skipper's berth with four below, alloy whaleback wheelhouse equipment: VHF main radio, sounder, radar ship's property. Decca and plotter on hire. All fishing gear, boat registered under DTI, immaculate condition. £37,500. Finance available subject to status. Telephone: Lowestoft 740108.

FOR SALE

M.V. "GENARA"

Built 1926 Frederikshavn.
Dimensions: 52.4ft. x 16.6ft. x 6.95ft.
Tonnage: Gross 30.83 Nett 14.96
Engine: Gardner 6L3B 150hp installed 1965

Vessel is rigged for anchor seining and is fitted with Ramms rope drums.

EQUIPMENT OWNED:
Sailor VHF., Sailor R105 66B RX, Kelvin Hughes MS38 sounder, Decca 110 radar.
EQUIPMENT HIRED:
Sailor T122/R105 TX/RX, Decca Mk12.

The vessel which is in excellent condition having been maintained to the highest standards by the owner, is available for inspection at Grimsby.

Offers should be sent to:

TOM SLEIGHT (F.S.) LTD
FISH DOCKS, GRIMSBY

Not later than 15th December 1978
Telephone: 0472 57543

21ft. Cygnus GM part completed, heavy duty hull, interior stiffening, galv. keel bands and stem band. Heavy iroko gunwhales and one ton ballast moulded in. £2,400 plus VAT or complete to any stage. The Sandbanks Yacht Co. Ltd., telephone: Canford Cliffs (0202) 707500.

MFV "Hustler" (PW83), fast lobster boat, built P. Mitchell, Mevagissey late 1972, iroko on oak, transom stern, 33ft. x 11ft. x 4.8ft., 2/3 berth, two 24 volt 'V' systems, 210hp Caterpillar cut to 180hp., 050 radar, Auto pilot, G500 ferrograph, Kelvin Hughes MS39, Seavoice radio, Oaco hydraulic hauler with capstan, new cooker. On hire Decca 21, six man liferaft. At present longlining and wrecking. Reason for selling larger boat required or would exchange for right boat. Telephone: Mayfield 2277 after 6 p.m.

MFV "SUSAN JOY"

(GY.353)

Fitted with a Tuxon 85hp single cylinder
Norlau winch, Hydema power block.
Length 58 6ft., breadth 18.8ft., depth 6ft.
Built 1938/39
SHIP'S PROPERTY
Radar and echo sounder
ON HIRE
Decca Mk12 and Sailor T.128 R108 transmitter.

Complete with all fishing gear, ropes and nets for anchor seining.

Offers on £15,000

Telephone
GRIMSBY 51317/8

MOTOR Fishing Vessel "Scarlet Cord," built 1959, registered length 69.2ft., 48.8 net and gross tonnage, 230hp Gardner 3:1 reduction, power lock and hydraulic steering. Boat's property radar, Krupp Atlas sounder, Furuno fish loop, Kelvin Hughes VHF radio, Boat meantime fishing, can be seen by appointment at Portavogie. Telephone: Portavogie 523.

DIXON built crabber, 32ft. x 11ft. 6in. x 3ft. 6in., Gardner 3LW., Decca 050 radar, MS39 sounder, Sailor VHF & MF. Mk21 on hire. Duerr hydraulic capstan and stern gantry. Telephone: Ayr (0292) 62892/69054 Ivan Boardley & Co. Ltd., Fishsalesmen, Ayr.

ROSS McKenzie Boatbuilding & Brokerage. Cygnus GRP workboats. 15ft./44ft. Poldice steel vessels 33, 38 and 44ft. fitted out. Brokerage vessels for sale and wanted. 19 Cornwall Road, Dorchester, Dorset. Telephone: 0305 68398 seven days a week.

Ex-Trawler Lifeboats For Sale

One 18ft x 7ft 6in transom stern, heavily built in Fibreglass...£650 ono

Two 18ft x 7ft 6in., wood built, transom stern ....£600 ono

HULL STEEL CRAFT
Packs Wharf, 400 Wincolmlee, Hull
Tel: 040 12 (Hornsea) 2409

CATAMARAN 35ft. 6in. x 13ft. 6in. x 3ft., 10 knots, two 140hp GM diesels, perfect for anglers, 270 square ft. all round deck space, licensed for 12, Vinyl lined cabin, four bunks, cooker, sink, toilet, radar, Simrad fish-finder, VHF radio, hydraulic steering, used 284 hours, hydraulic long line hauler, nigger-head and trawl winch, new style 2ft. square, all new. £22,500 ono. For full details telephone: 0481 21053 evenings or write, F. Le Page, la Falaise, Havelet, Guernsey.

FOR SALE BY PRIVATE BARGAIN

(Subject to Herring Industry Board approving the purchasers taking over the outstanding grant and loan obligations)

MFV "BRENELINE" (FR.234)

This most successful fishing vessel is built of steel and completed by J & G Forbes & Co., Sandhaven, nr. Fraserburgh in 1977 — suitable for purse seining, pair trawling or single trawling.

Overall length 85.6ft. Registered length 78.8ft.
Breadth 23.05ft. Depth 9.6ft.
Tonnage gross and Nett 78.47 tons.

Main engine Mirrlees Blackstone type EWSL developing 750BHP at 900rpm. Liaaen ACG 54/450 main engine gearbox, four bladed Liaaen manganese bronze propeller/Kort Nozzle. Forward end gearbox is a multi-take off Karmoy gearbox with a Framo clutch and bobbin piece before the gearbox. Tenjford type H115 ESG hydraulic steering gear.

AUXILIARIES One Gardner 6LXB — One Gardner 4LW.
OTHER EQUIPMENT Karmoy fish pump — Karmoy hydraulic 22 ton purse seine — One trawl winch — Karmoy hydraulic boom swinger — Karmoy hydraulic topping lift — Karmoy hydraulic anchor windlass — Bjorshol hydraulic triple power block — Bjorshol hydraulic net transporter — One 105BHP bow thruster — One 105BHP stern thruster.
ELECTRICAL SUPPLIES AC415V-30. 3 wire — 50HZ & 240V-10. 2 wire — 50HZ and 24 VDC.
BOAT'S PROPERTY Elac Laz 400 Mittel loder sonar C/W scope, Simrad SL sonar C/W scope, Wesmar SS 220 sonar, Kelvin Hughes type 17 radar. Atlas type 4300 radar. Atlas 720 echo sounder C/W fishlupe, Atlas 240HF echo sounder, C/W fishlupe, Atlas 240HF echo sounder. Koden net monitor type NM 85PA, Mermaid 21 watch keeping receiver. Sailor 400 watt SSB radio transmitter and receiver type T122. Sailor VHF type RT.143, Robertsons auto pilot, Ben log and Woodsons talk back system.
ON HIRE Decca Navigator Mk21. Decca track plotter 350T. Marconi VHF. Sailor type 144.

One spratt purse/seine net and one herring purse/seine net to be sold with vessel. Vessel meantime fishing S.W. England where inspection may be made on application to:

MANAGER, PETER & J. JOHNSTONE LTD.,
7 Balaclava, Fraserburgh, telephone: 2385 and 3563.

All enquiries should be made to:

PETER & J. JOHNSTONE LIMITED,

Fraserburgh, from whom (CONDITIONS OF SALE) are available on application, and all offers, accompanied by signed conditions of sale to be made in sealed envelope to reach their offices not later than 3pm on WEDNESDAY, 27th DECEMBER, 1978, at which time and place the offers will be opened.

M.B. MARITAN LH 141

Built of wood by Forbes Sandhaven 1968
Reg. length 64.1. Breadth 20.7. Depth 10. Tonnage 80.81 Reg. 42 3 Nett.
Baudouin 430 Engine. New 1972 Winch. Norwinch 8 Ton Hydraulic Net Drum. Lister Aux.

Electrical Equipment — Decca Navigator Mk 12 and Plotter: Decca 202 Radar: Furuno Echometer/Fishlupe. Simrad Echometer: Sailor SSB RT: Redifon VHF.

This vessel, which has undergone a considerable overhaul this year, is a typical stern trawler with deckhouse and accommodation forward and gallows aft. (Closing date for offers 8/12/78)

At present fishing and can be inspected by arrangement with the Moray Firth Fishselling Co. Ltd., 10-12 Commercial Road, Buckie. Tel. 32152 with whom all offers should be lodged.

FOR SALE BY PRIVATE BARGAIN

MV "OUR CATHERINE" K 352

Built of wood. Nobles, Fraserburgh 1964 (not 1974). Overall length 61ft., depth 9ft., breadth 21ft. 6in., gross tonnage 49.99.

Gardner 230hp fitted new April 1977, new Twin Disc gearbox 3:1 reduction, January 1978, new GRP wheelhouse 1975, Norr winch and drop drive, factory recon. 1978, net drum fitted, Koden radar, Koden echo sounder, Sailor single side vent and two Sailor VHF's, Decca 21 and plotter fitted 1976, all on hire. Mermaid watch alarm ship's property. This vessel is equipped for trawling and will be sold with a quantity of trawl gear.

Contact WESTRAY, Orkney 08577 398 or 08577 285

At present the vessel is fishing and can be inspected by arrangements with:

John P. Harcus, North Cubigoe, Westray, Orkney, telephone 08577 398 with whom offers should be lodged.

Closing date for offers 11th December 1978.

Side Trawler, under 25 tons, built 1947 of oak on oak, 45.9/40ft. x 16.1ft. x 5.2ft., Deutz 150hp/1500rpm and Reintjes 3:1 new 1969, overhauled 1977 .... £10,150
Beamer, under 25 tons, built 1952, oak on oak, 43.6/39.2ft. x 13.6ft. x 4.3ft., Deutz 150hp/1500rpm, L & S 3:1 .... £9,500
Beamer, under 25 tons, built 1969 of steel, 56/52.5ft. x 16.5ft. x 6ft., MAN 220hp/1800rpm, Reintjes 4:1 both overhauled April 1978, wheelhouse, winch, refrigeration £67,550
NEW BUILDING of oak, 80ft. x 21ft. x 10ft., alum., whaleback and wheelhouse, transom stern, autopilot, radar, VHF and MF., sonar, E/S., fishlupe, net transducer, 12 ton winch and 4 ton net drum hydraulic, Kelvin 375hp 4:1 reduction, built to WFA/DTI standards, delivery six months £285,000
NEW BUILDING of oak, 82ft. x 24ft. x 10ft., steel superstructure alum., whaleback, 15 ton winch, 4 ton net drum, power block. Electrics as above, Caterpillar 600hp 6:1 reduction, built to WFA/DTI standards, delivery 6 months £359,000
NEW BUILDING of steel, 75ft. x 23ft. x 11.5ft., 18 ton winch, 4 ton net drum, power block, 4 gallons. Electrics as above, Caterpillar 600hp 5:1 reduction (other engine possible). Built to WFA/DTI standards, delivery 6 months £420,000

For more details and photographs of the above and list of many more trawlers please contact:—

HANS-ROBERT JOEL
Master Marine
Buldorfer Weg 25, 2000 Schenefeld, Germany
Dial direct: 010494-841800 or 0104940-8307882
Prices subject to exchange rate

VESSELS FOR SALE

FAST fishing inboard dory, diesel/petrol with jet or Z drive and hydraulic hauler. Rod Baker, Port Isaac Bay Marine, Tintagel Terrace, Port Isaac, Cornwall. Telephone: Port Isaac 523.

MFV "Trudel," built 1956, oak on oak, Deutz 115hp, 41.8ft. x 14.5ft. x 7ft., 2 ton winch, gallows, 120 fm. warps, 10 fm net, two ton pot hauler, survey March 1978. Lying Milford Haven. £9,750, consider part exchange. Telephone: Saundersfoot 813581.

MFV "Saint Uny" Cygnus 32ft., forward wheelhouse, Sabre 120 110 hours. Radar metre VHF, liferaft, ship's property: Decca 21 on hire. Mizzen rigged, hydraulic capstan, many, many extras. Nine months old. Telephone: St. Ives 7851.

40ft. x 14ft. x 6ft., STERN TRAWLER, built 1971. Persons 176hp 3:1 reduction, two sounders, VHF., MF., track plotter, liferaft, hydraulic 1½ ton winch.

40ft. MFV., 164hp AEC two years old, MF and VHF radio's, sounder, hydraulic winch, liferaft and Decca 21 on hire.

30ft. x 10ft. x 4ft., CRABBER, built Lee of Looe 1973, VHF., Kelvin Hughes sounder, Hydro Slave forward controls.

Telephone: Weymouth 72188 evenings

FORGE aluminium workboat hulls and super-structure 30ft. x 10ft. 6in. and 35ft. x 12ft., hull plating of marine grade aluminium NS8, includes engine bearers, rudder, mooring bollards, Sampson post. Elstead Forge Ltd., Mill Lane, Alton, Hants, telephone: 0420 82377.

28ft. x 10ft. Owens seascliff, compass, nav. lights, etc., many extras, sea toilet, three berth, cooker, large well deck, Leakey long lines, boat in very good condition, engine record 1978. £4,500 neo. Telephone: 01-593 0181.

STRONG construction IP23, well equipped, 35hp, radar, Seascribe, VHF. Seawinch hauler, hydraulic steering. Telephone: Evemouth 50566.

23ft. fishing boat, diesel, forward wheelhouse, Morse steering, sounder, Seavoice, £3,500. Telephone: Weston-Super-Mare 29038.

40ft. Steel trawler, Cummins diesel, built '78, full inventory...... £45,000

27ft. Lower stern trawler, BMC diesel, built 1978........ £7,750

25ft. Versatility angling boat, Volvo diesel, built 1978........ £6,000

26ft. Steel workboat, Perkins diesel........ £3,500

21ft. Carvel workboat, Petter diesel........ £1,600

19ft. Dell Quay fisher, Sabb diesel, trailer........ £2,650

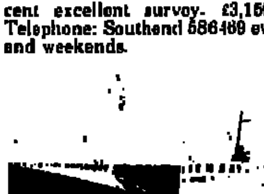
19ft. Dell Quay fisher, Lister diesel........ £2,600

19ft. Dell Quay fisherboat, Yamaha 20hp........ £1,600

18ft. IP., Lister diesel cuddy £1,350

BOTTERELL SEATRADES
Harbour Road, Rye Harbour, Sussex
Tel: Rye (07973) 2875

FISHING day cruiser, clinker, mahogany oak, iroko, 22ft. x 8ft. 3in. beam, built 1964 Halls & Sons, Walton-on-Naze, sounder etc. Reconditioned Lister SL3 70 hours only, recent excellent survey. £3,150 ono. Telephone: Southend 586489 evenings and weekends.



FOR SALE, private bargain Dutch built, steel side/trawler 1977, 95 gross tonnage, 1960 Alpha diesel 400/440hp 1971, main service 1978, double net drum, AJS mechanical trawl winch, electronic equipment installed since 1971, complete trawl equipment. Price £115,000. Niels/Larsen, Bybakken 54, Raehr DK 7730, Hanstholm, Denmark. Telephone: 07965149.

28ft. 6in. x 11ft. transom stern, six months old, built Whitby, fully decked, aft wheelhouse, Ford 80hp, Borg Warner gearbox, ND 200 sounder, Seavoice radio, Seawinch pot hauler, navigation lights. £8,600 quick sale needed. Telephone: Redcar 78304.

21ft. x 8ft. x 2ft.9in., heavy duty half inch hull, forward wheelhouse, Petter 16.5hp twin diesel, bronze stern gear, s/s rudder, hydraulic trawl winch, rigged oystering, trawling, registered. £3,500 ono. Telephone: Northbourne (02016) 5538.

HEAVY duty Norwegian crabber, 23ft. x 8ft. x 4ft., offset forward wheelhouse, hydraulic pot/line hauler, hydraulic steering, recondition Perkins 4236, Borg Warner single lever control sounder, compass etc. £4,000. Telephone: Exeter 77751 evenings.

WHITBY coble built November 1972, 28ft. x 7ft. 4in., forward wheelhouse, echo sounder, hydraulic hauler, dual Morse controls, VHF on hire. Engine BMC 2.2 complete overhaul April 1978. Telephone: Whitby 5387.

MFV "LA MORLAYE"
(LH.207)

Built Fraserburgh 1941. 68.6ft. registered. Full DTI certificate, wheelhouse renewed 1969, four speed trawl winch reconditioned November 1978. 8L3 152hp Gardner engine, Graphic sounder and watch receiver boat's property.
Koden sounder, Atlas monoscope, Decca Mk12 and 350T plotter, Sailor R/T 144VHF, Creata Vega R/T, Kelvin Hughes radar all on hire.
New AC 90 and batteries 1978. Rapp 19in. block as new, gallows 1977.

Contact:
D. DOW, 50 WEST HARBOUR ROAD, GRANTON, EDINBURGH. Telephone: 031 552 4215

M.F.V.
JACQUELINE BORUM

Built Denmark 1972

Overall length 65.0, Breadth 17.8, Depth 7.5, Gross Tonnage 49.9. Gardner 230HP. Twin Disc 4.5 to 1. Vessel rigged for pair trawling and side trawling.

Jensen Hydraulic Winch. Norlau Split Net Drum, both controlled from wheelhouse and installed 1978. New alloy mast and deck arrangement installed 1978.

Electrical Property Ship Owned: Simrad SL Sonar, Kelvin Hughes M.S44 Bottom Lock, Atlas 350 Adecope, Kelvin Hughes Radar type 17, Furuno 850 Sounder two Transducers. Kelvin Hughes Auto Pilot, Sailor 144 VHF, Digiscan with DF, Sailor Main Set Transmitter DSB and separate Receiver SSB.

Price: £130,000 excluding fishing gear

Vessel may be inspected at Fish Docks, Grimsby, by prior arrangement.

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1976 stern trawler, purpose built, part one registered, 42ft. x 13ft. x 6ft., welded steel construction, GM 150hp engine 3:1 reduction, hydraulic two ton winch, insulated fish room, radar, auto pilot, radio, sounders, wired for Decca, refitted as new, Lying Plymouth. Telephone: 0752 62310.

MFV
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Built 1964. Dimensions: Registered length 69.9ft., overall length 74ft. Tonnage: Gross and nett 49. Engine: Kelvin TASC8 400hp new 1971. Ship's property: Sailor T122/R105 TX/RX. Simrad 12 15WL Sounder. Hired equipment: Sailor RT 144 VHF., Simrad EQ sounder, Decca Mk21, Decca plotter. Furuno FRB 24 radar. Vessel recently extensively overhauled. Vessel rigged for single or pair trawling and is also equipped with rope bins.

Available for inspection at Grimsby between voyages.

Enquiries to TOM SLEIGHT (FS) LTD., FISH DOCK, GRIMSBY.
Tel: 0472 57543

CRABBER 28ft. x 10ft. x 4ft., built James & Cuddy, Weymouth. Capston, Lister 36hp., sounder, aft wheelhouse, mizzen, seen working. Telephone: Weymouth 74238 evenings.

20ft. x 7ft. x 3ft., mahogany oak launch, Lister diesel, sounder, forward cuddy, any survey. £1,950. Telephone: Teignmouth 4669.

"AURORA" (FR 220), 38ft. x 15ft. x 6ft., built Forbes 1963, aft wheelhouse, cruiser stern, Kelvin R4, Dauntless 1½ ton hydraulic winch, rigged with booms for scalloping and as stern trawler, engine just undergone top overhaul. MF, VHF, sounder, raft, eight man, five bottom trawls, ten dredges. Mk 21 on hire. Telephone: Fowey 3494.

36ft. x 11ft. x 4ft., built 1962, 60hp Lister, Kelvin Hughes MS39 echo meter, VHF., suitable pots, nets, angling. £12,500. Telephone: Mevagissey 2577.

CYGNUS 32ft. forward wheelhouse, Mercedes 125hp, B/Warner 3:1 hydraulic box, Sailor VHF, Simrad sounder, Seaveyor radar with VRM hydraulic pot hauler, Hydema net hauler, hydraulic steering, Kent clear screen, Decca 21 on hire. Owner buying larger boat. Telephone: Whitby 2765.

25ft. MFV., aft wheelhouse, new 22.5hp diesel, flush deck, new stern gear and propeller. Price £3,200 ono. Telephone: Eastleigh 619192 (Hants) between 5-7pm.

34ft. steel passenger fishing boat, hull, engine and conversion approved by D.O.T., needs finishing, reason for sale change of plans, telephone 0272 425 759 (Bristol).

"ENTERPRISE" (WH40), 26ft. x 9ft. x 3ft., workboat, carvel pine on oak frames, built 1970, 72hp Ford with hydraulic box, boat and engine in excellent condition. £5,200. Telephone: St. Buryan 591 (Cornwall).

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BUILT 1978, 40ft. stern trawler, 180hp 3:1 S.C.G., 1½ ton hydraulic winch, £40,000 ono. Telephone: Hull 858831.

PLYMOUTH 21ft. x 8ft. GRP, MFV, built 1976, 1.5 BMC diesel, forward wheelhouse, echo sounder, compass, whale gusher 25 pump, Seagull auxiliary anchor, navigation lights. Telephone: Dunster 318.

FOR SALE subject to WFA approval, fishing vessel "Rachel Clare", length 33ft., beam 12ft.2in., draft 4ft.8in., Tripod mast, aft wheelhouse, 120hp Ford 3:1 reduction. Wheelhouse equipment owned by boat: Furuno FRS 24 radar with VRM., Digiscan, Sailor MF receiver and Kelvin Hughes MS39 sounder. On rental Corvette VHF and Decca 21. Boat built in 1974. All in first class working order. R. Allen, telephone: Whitby 4510.

36ft. x 12ft. registered fishing boat, steel hull, Ford 6D engine 2:1 reduction, manual gearbox, winch, ready for work. Telephone: Faversham 2736 9am-6pm.

FISHING vessel rigged stern trawling, built steel 1977, 30ft. x 10ft. x 3ft. 6in., Lister diesel, 24 volt electrics, Brixham winch, VHF, Ferrograph, Decca radar, dual steering, 200 gallon fuel, £9,400. Telephone Highcliffe (Dorset) 71381.

90ft. wooden MFV., hull in good condition, engine in need of extensive repair. Apply W. Stevenson & Sons, telephone: 0736 2995.

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32ft. x 11ft. 6in. x 4ft. 6in., French built stern trawler, iroko on oak, forward wheelhouse, two berths, galley, toilet, Gardner 4LW 2:1, new Morris hydraulic winch, extensive refit 1976, VHF G500. Lying Jersey. Telephone: 0534 51746.

38ft. (x 34.7ft.) x 13.3ft. x 5.3ft. stern trawler, 1956 France, oak on oak, Baudouin DNK 4 1.25:1 air start, auxiliary compressor, very good condition throughout, full details telephone: Fleetwood 3530.

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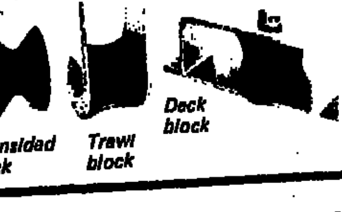

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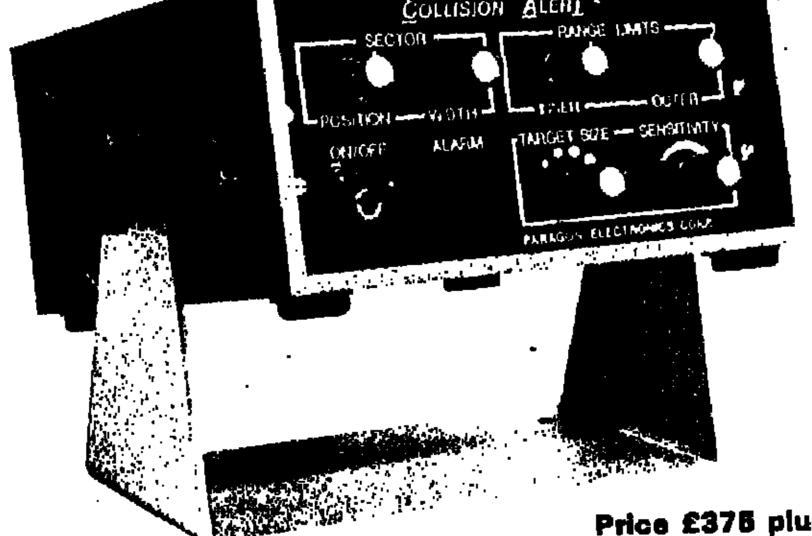

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fishing news

December 8, 1978 No. 3408 Est. 1913 20p

CFP—no progress

FISHERIES Minister John Silkin was in Brussels yesterday (Thursday) for talks with EEC Fishery Commissioner Finn-Olav Gundelach.

The threat made by the German president of the EEC Council of Ministers, Joseph Ertl, to have the CFP dispute settled at the EEC summit meeting in Brussels on December 4 and 5 never materialised.

Fish surfaced only briefly as the EEC leaders were submerged for most of the two days in a bitter wrangle over the new European monetary system.

On Thursday Mr. Gundelach was expected to ask Mr. Silkin to clarify his demands. In particular he will want to know if Mr. Silkin means "freeze" the catches of other member states in British waters beyond the 12-mile limit at 1977 levels.

PURSER ARRIVES

THE BIGGEST and most expensive addition to the Shetland fleet arrived at Lerwick last weekend. The 107 ft. purser *Antares* was built at Flekkefjord, Norway, for Laurence Irvine of Symbister, Whalsay, and eight others. The ship cost about £1 million.

100 men to land one trawler

JOBS MUST GO AT FLEETWOOD

FLEETWOOD is in big trouble and the Government has been given until tomorrow (Saturday) to do something about it. Fleetwood Fishing Vessel Owners' Association — which employs 100 lumpers — is going out of business unless it gets some Government aid.

Alan Marr, association director and chairman of the port's biggest trawler firm, said: "We have so little fish to go for, but it is one of the responsibilities of the association to keep on paying a lot of men to land fish. That bill is too much for us to keep paying at the moment.

"There are simply too many men having to be paid and not enough money coming in," he said.

Unless there is Government aid, Marrs would probably pull out of Fleetwood to end an association which has lasted from the early years of this century.

Mr. Marr added: "We don't want to do it. It would be the last thing we wanted to do. It would be an absolute shame to let this piece of infrastruture die." Should the association close, it would end an existence lasting back to 1907.

David Rainford, chairman of Fleetwood Inshore Fishermen's Association, called for a drastic change in port rules to keep Fleetwood going. He said that 500 jobs had already been lost and ships had been leaving the port because of the inflexibility of the present system. He added that any excess labour at the port should be diverted to deal with the expanding cargo trade.

Mr. Rainford commented: "It is frightening to think that thousands of jobs could go down the drain for the sake of 30 or 40. It seemed to him that retention of 100-odd lumpers to unload an average of one trawler a day is an example of vast over-manning.

Mr. Rainford said it would take a long time for Fleetwood to pick up if the FFVOA folded but, in the end, it could be the start of a new era.

He explained: "In particular the National Docks Labour Board rules, which governs the unloading of smaller ships, will have to alter. They have got to realise that by retaining them in their present form they could be ringing the death-knoll of Fleetwood.

"The rules, which force larger inshore boats and those with heavier catches to go into the dock to be unloaded by lumpers, has forced one ship a month in the crucial 60 to 90 ft. category to leave Fleetwood this year.

"This class of vessel is capable of working inshore-style but, also, of staying out up to five days and could be the nucleus of the port's future fleet."

But Ted Hammill, local shop steward for the lumpers who are members of the Transport and General Workers' Union, stated that should the FFVOA fold they would continue to land fish at the port.

He said: "Even if they wind up you can guarantee that fish will be put on the market by the lumpers. Unloading ships is a docker's job and the National Docks Labour Board will have to employ us to do it.

"The feeling of the men is that we should do everything we can to keep the port open."

He added that when the immediate crisis has passed, the industry as a whole must get together to see where it had been going wrong. Top of the agenda must be an in-depth examination of why more trawlers were not using the port, pointed out Mr. Hammill.

Fleetwood Fish Merchants' Association was also quick to react to the possible closure of the FFVOA. Its president, Richard Cook, said that the merchants would be doing what they could to enable trawlers to bring in their catches. "We are making contingency plans to ensure that ships are landed in future if the FFVOA folds.

The merchants are quite determined that the job will go on if at all possible. We will move heaven and earth to keep the port going."

Should the Fleetwood fishing industry close, the town would be nearing an unemployment rate of around 20 per cent, as against the present 8.8 per cent.

In the week when the bombshell hit the port, one of the reasons for the crisis was made plain — there were only five landings by local vessels — Icelandic, French and Irish vessels provided the remainder. Top local trawler was the stern fisher *Boston Stirling* which made £19,053.

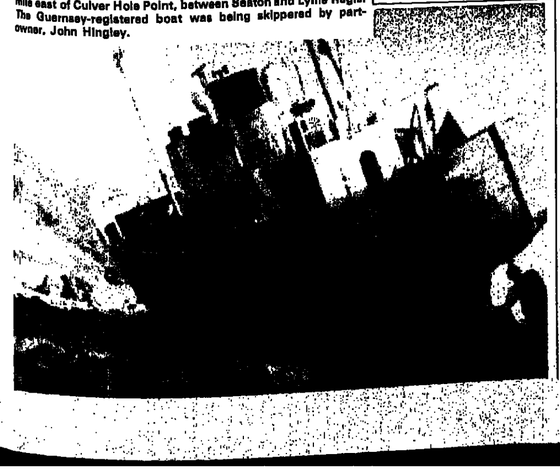
Six men jump

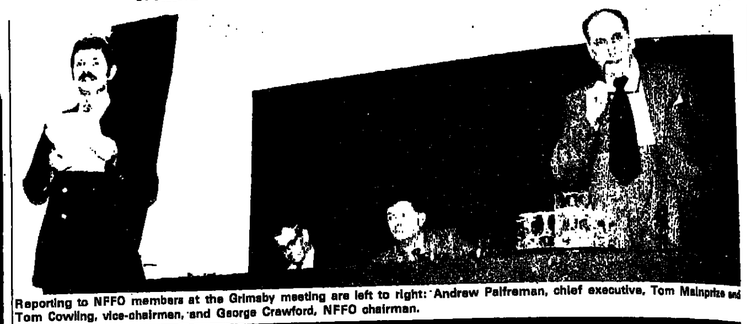
THE six-man crew of the Brixham-based 106 ft. side trawler *Fairway* had to jump for their lives last weekend when the boat broke down off Beer Head, Devon, in bad weather.

Torbay lifeboat had to be called out and the crew waited aboard the boat, which was dragging her anchor about 4 miles offshore, while the lifeboat made the long trip to the boat.

The lifeboat had to make two close runs to the 20-year-old trawler. Five men jumped on the first run and were picked up. The sixth man jumping alone.

High seas and very strong winds parted the anchor warp and the Sandhaven-built trawler was swept on to rocks half-a-mile east of Culver Hole Point, between Seaton and Lyme Regis. The Guernsey-registered boat was being skippered by part-owner, John Hingley.





Reporting to NFFO members at the Grimsby meeting are left to right: Andrew Palfreman, chief executive, Tom Mainprize and Tom Cowling, vice-chairmen, and George Crawford, NFFO chairman.

Inshore link-up rejected

'... WE ARE NOT AMALGAMATING WITH ANYBODY' — NFFO

THE National Federation of Fishermen's Organisations is to remain independent of the Fisheries Organization Society. NFFO members from all over England unanimously vetoed the possibility of a formal amalgamation with the FOS at a special general meeting at Grimsby which was opened by the local Mayor, Marjorie Elliott.

Atrocious weather forced some members to abandon their trip to Grimsby, but the meeting attracted well over 100 share fishermen.

After the opening ceremony, chairman George Crawford introduced the main guest speaker, Arthur Lee, director of the MAFF fisheries laboratory at Lowestoft.

He spoke at length on the scientific approach to fish stock management, including growth and recruitment, overfishing and the manner in which TACs are estimated.

It had been obvious before the meeting that the main issues were likely to be the negotiations with the FOS and latest developments with the Common Fisheries Policy.

On the former, chief executive Andrew Palfreman said that originally the NFFO reacted strongly against the idea of a "marriage".

Later, George Crawford explained how the NFFO became involved with the FOS after applying for a development grant as the FOS is already subsidised.

"When I put this to the board the vice-chairman chopped it and said under no circumstances do we (NFFO) have anything to do with them (FOS)", he said.

Eventually, under pressure, the chairman agreed on an exploratory meeting; "to come back with a package deal which the membership could look at, accept or reject. But in order to jump the gun and look big, the FOS had to put a statement in *Fishing News*."

Unanimous

This statement was "absolutely wrong," he told his members.

Calling for the unanimous show of hands which effectively ended the tenuous dealings with the FOS, George Crawford told the floor: "The word 'merger' should never have come in. The word 'marriage' should never have come in. And I am going to ask one thing and, if answered, then my path is perfectly clear.

"Do we go it alone and say we don't want you (FOS)? We'll take your membership if you wish to join, but by God we're not amalgamating with anybody!"

Earlier, Andrew Palfreman thanked *Fishing News* for allowing the NFFO to reply and state its case to clarify the position after FOS broke an agreement and leaked proposals to form a joint body.

Weakness

On the CFP, guest speaker Robbie Blair, prospective Conservative Parliamentary candidate for Grimsby, told fishermen they had negotiated from a position of weakness and, until the formation of organisations like the NFFO, the industry had lacked a strong single voice like the National Farmers' Union.

Grimsby MP, Austin Mitchell, endorsed these sentiments. He said there was talk of a settlement in the air and warned: "A settlement won't be the kind of settlement the industry wants and needs. In the Market you're going to have to compromise. And that compromise is not going to give us the clear cut demand of the industry, I'm afraid."

He urged the meeting to pass a resolution to press the Prime Minister before he left for EEC summit talks this week with yet another reminder of the fishermen's feelings.

After the meeting closed Andrew Palfreman cabled Mr. Callaghan with the pointed message: "Don't give in or don't sell out."

Andrew Palfreman said Mr. Silkin's change in tactics from "stonewalling" to a "more compromising line" at the last Council of Ministers meeting was "convincing evidence that, in the present climate, any agreement with other EEC member states will be *damaging to the* English share fishing industry.

He then read out the text of a letter to the Prime Minister, dated November 29, calling his attention again to a 50-mile UK exclusive limit and asking him to stand firm in defence of the fishing industry at the Common Market summit this week.

It ended by reminding the Prime Minister that the NFFO is convinced it is better to wait for an agreement, despite the problems the lack of one caused, rather than reach one which threatens the survival of the UK industry.

George Crawford reminded members that the recommended TACs for 1979 were all drastically cut back and on cod, haddock and whiting they represented only seven months' fishing based on this year's catches.

"It's one heck of a position and we have to do something about it," he commented.

He complimented MAFF

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NO ACTION — FOS

THE FISHERIES Organization Society will be taking no further action to form a national organisation with the NFFO. This was unanimously decided at the society's annual general meeting which took place on Thursday last week.

Nearly 50 delegates representing 128 associations and societies attended the meeting where it was also decided to leave the door open to welcome applications from any new or former members or affiliated groups of the FOS that have joined the NFFO.

Resolutions were passed to press ministers about the problems in salmon and freshwater fisheries and restrict legislation by water authorities. There were also some angry protests about the refusal by Government departments to form an oil consultative group for England and Wales. A threat was made to set-up direct consultations with the oil operators.

During the meeting Alan Spencer was elected as the new FOS chairman, with Robert Ibbotson of Bridlington as vice-chairman.

New governors include Mr. P. James, Folkestone, Mr. K. J. Richards, Salcombe, and Mr. J. A. Andrew, Fleetwood. Honorary life membership was bestowed on Lt. Cdr. T. Gibson.

A special tribute was paid by members to Arthur J. Heighway, founder of the company which publishes *Fishing News*, following his death on November 18.

After the meeting a telex was sent to the Prime Minister supporting the strong stand being taken by Fisheries Minister Peter Silkin and calling for solidarity on his behalf by the Government.

DRINK LAW COVERS OWNERS TOO

—no more drunken fishermen to sail

FISHING vessel owners who put drunken crewmen aboard their vessels will risk prosecution under the Merchant Shipping Bill now before the Commons. This became known in the Commons last week when John Prescott, Labour MP for Hull East, interrupted the opening speech by the new Secretary of State for Trade, John Smith, moving the second reading of the Bill.

Mr. Smith had said that there would be statutory powers under the Bill to search a fisherman suspected of taking liquor on board.

"We shall insist on reasonable safeguards against abuse of this provision. I want to make it clear that these searches will have to be carried out in a manner authorised by regulations laid before the House for approval," said Mr. Smith.

"Naturally there will be further consultations with the fishermen's organisations before the regulations are made, as I understand some of the apprehensions which have been voiced."

Mr. Prescott: "There is evidence of many trawler owners putting drunken men on board vessels because they could not get them there by any other means.

"As that will constitute a threat to seamen, is there a possibility of the owner being prosecuted?"

Mr. Smith replied: "Any owner who behaves in that way is behaving reprehensibly and putting at risk the lives of all the other people on the ship.

"If owners connive at such a practice, I am advised that the Bill covers the matter and that they can be comprehended under the offence *which is in the Bill.*"

The committee on the Bill, the Minister said, would want to look closely at powers of search as the matter involved the rights of the individual.

It was not practical to try to stop fishermen from drinking at sea. The provisions took account of the practicalities of the problem.

They did not make it a crime for fishermen to drink at sea. That would be unreasonable and futile, but those in a position of responsibility — including skipper and owner — would now have the right in law to control the amount of liquor taken on board a fishing vessel. It would be up to them to exercise that control.

The other recommendations of the fishing industry working group mirrored those of the Merchant Navy working group, with minor difference.

Disciplinary offences, for instance, would be handled by statutorily approved port disciplinary committees. They would be based on local industrial agreements rather than on a code of conduct approved by the Secretary of State.

"These measures are not the last word in achieving acceptable conditions for those who work at sea. The casual nature of employment, particularly in the fishing industry, creates a climate of uncertainty for those who earn their living at sea. Decasualisation is fundamental to bringing about conditions for our fishermen which are comparable to those enjoyed by the rest of us."

The Government were investigating that difficult issue with both sides of the industry, but the Bill was an important step in implementing an enlightened disciplinary regime more in line with developments elsewhere and focused firmly on ensuring the safety of ships and those on board.

The exemption of wages of Scottish fishermen from maintenance orders was being ended, bringing them in line with English fishermen.

Mr. Prescott, in his speech, welcomed the action that would be taken "against those who encourage drunken fishermen to board vessels or to fly to Scotland to join a vessel."

The Bill was read a second time and will be going into committee soon.

Patrol fleet to expand

THE ROYAL NAVY has decided to increase the size of its fishery protection fleet operating off the south-west coast.

At present there are five ships on patrol — HMS *Jersey, Guernsey, Shetland, Orkney* and *Lindisfarne*. At any given time, three of them are at sea.

Now it has been announced that two more will be added to the fleet by next autumn — *Alderney* and *Anglesey*.

The extra ships are needed to keep a watch on the ever-growing mackerel fleets.

COMMENT

WITH OUR OWN fishing industry needing all the help it can get, it now seems that the British taxpayer is to help keep foreign fleets in business. Apart from the £250,000 put by the Highlands and Islands Development Board into the part Norwegian-owned new processing factory at Breasclete — which looks like it is only going to be a bonus for Faroese and French vessels — it now seems that this same organisation could be pouring another load of money into two fish meal factories at Barra and Lewis. The two plants have just been given local planning approval.

What kind of mixed-up thinking prevails when we see British money given to finance an American-owned operation which, in the main, will be supplied by Danish boats?

This proposed involvement in industrial fishing just about completely undermines the British position in the EEC. Minister John Silkin has been constantly grinding it into our EEC partners that industrial fishing has got to be reduced if there are to be any real hopes of achieving an effective conservation policy.

Apart from its political implications, the establishment of two massive fish meal factories able to handle 800-tons of fish a day, also looks economically suspect. The 200-ton a day factory at nearby Stornoway can only be operated at maximum capacity for brief spells in the year.

Two top Scottish fishing families have been named on the planning application as suppliers to the factories, but even their prolific catching powers will not be enough to sustain the operation. And this can only mean that the foreign hordes will move in.

The Council Convenor who approved the planning application has already said that "conservation is not really our business." He's quite right, thank God — and the Government should now move in and put a stop to the whole crazy plan.

GO-AHEAD FOR TWO FISH MEAL PLANTS

DESPITE strong objections from Scottish fishermen, approval has been given for two fish meal factories to be built in the Western Isles. This decision flies right in the face of Minister John Silkin's aim to reduce industrial fishing.

The Western Isles Council has approved a development committee recommendation to grant planning permission in principle for two fish reduction factories — one at Breasclete on Lewis and the other at Ardveenish on Barra.

The applications were submitted by Lanebourne Protein Products Ltd. of London — a subsidiary of the Vincent Company of Tampa, Florida, USA. Each factory will provide employment for 36 people (24 full time) who would earn up to £4,000 per annum.

The Barra application was approved unanimously by the Council, and at Breasclete by 12 votes to nine, despite strong objections from national and local fishermen's organisations who expressed concern that industrial fishing would diminish fish resources. Local bodies in Breasclete were also worried about the offensive smell normally associated with such factories.

Councillor Sandy Matheson, chairman of the Development Services Committee, said that much of the opposition to the present HIDB fish processing factory at Breasclete had come from the same fishermen's organisations which were now protesting and whose members were now making use of the new facilities at Breasclete. He felt the Council's first duty was to the Western Isles as a whole and not to sectional interests. The development would mean investment in the area, more employment and an increase in community prosperity.

He added: "The balance must be in favour of accepting a slight nuisance and ensuring that the nuisance is minimised. I would prefer to see the community coming to terms with the problems rather than accept the views of outside vested interests."

'Unbelievable' decision angers fishermen

Rev. Jack Macarthur, Councillor for the Breasclete area, agreed that they should ignore outside voices. However, the local community felt that the application should be refused on two grounds — prematurity and smell. The company had been invited to send a representative to address the local people. They had declined stating that their first interest was not Lewis but a factory in Barra.

They hoped that once the Barra factory was established that people from Breasclete could go there and see the factory in operation because there was no similar type of reduction factory in the UK. They were not really closing the door on a factory at Breasclete but it was felt that it was not an essential part of the company's current developments.

Convener, the Rev. Donald Macalay, said: "We should make ourselves look ridiculous if we do not approve this factory after crying out for development to help the unemployment situation in the Western Isles." He felt that conservation of fish stocks was a matter for the government and not for the council.

John Crighton warned that 24 full time jobs at Breasclete could be to the detriment of 100 fishermen at the end of the day.

Concerning the offensive smell involved, Councillor James Macrae of Stornoway said that the main cause was when the fish was landed. He added: "Sometimes the pout landed at Stornoway stinks so bad that even the seagulls will not eat it." He felt they should not rush into making a decision, especially after they had approved the one for Barra.

It was agreed to approve the Breasclete application in principle subject to a number of conditions. These included no Sunday work and no open air storage for fish or fish offal. The council also agreed to give their strongest support to the HIDB in ensuring that effective controls were operated on the type and quality of fish landed.

John M. Morrison, chairman of the Stornoway fishermen's port committee, stated afterwards that the council's decision was 'unbelievable.'

He added: "To say that if we don't join the Danes in the destruction of our fish stocks they won't stop doing it is perfectly true. But we don't want to destroy our fish stocks. What we want is to so husband our resources that we can enjoy a harvest in perpetuity.

"The whole of the fishing industry in Scotland is clamouring for the extension of the pout box from the North Sea to the west coast. This is the only hope we have of stopping the criminal assault by the Danes on our fish stocks. Were we to join in this wanton destruction we claim to being concerned with conservation would be completely discredited."

Recently, Fisheries Minister John Silkin made it clear to the Danes in a television interview that 'industrial fishing was a totally irresponsible attitude towards conservation.' Later, at a press conference, he claimed that he had reached agreement with the Germans that a governing principle of the community's conservation policy must be priority for human consumption.

Mr. Morrison said: "In view of this unequivocal declaration of Government policy we have little fear that the Secretary of State would authorise the commencement of industrial fishing in the Western Isles on a scale hitherto unheard of in the UK. But now that there is a move by the Shetland, Orkneys, ourselves and the Clyde to gain control over our local resources, we fear that the Secretary of State would hesitate to hand over this very considerable power to an authority that showed itself so completely irresponsible as to be prepared to sacrifice our only indigenous resource for the sake of a handful of shore jobs in a fish meal factory."

. . . pout box call

PLANS FOR the fish meal factories at Barra and Lewis could take a knock with calls for a pout box to be established off the west coast of Scotland.

Many Scottish fishermen now see this as the only way to curtail displaced industrial fleets from Denmark and Faroe, which have now moved round from the North Sea to the Scottish west coast.

These boats have been moving heavily into this area to escape the North Sea pout box.

The foreign fleets are mainly concentrating on the grounds south of Barra Head.

This is causing a good deal of anxiety among local west coast fishermen for whom these are important grounds — especially in the summer months.

There have also been renewed calls for an extension of the North Sea pout box to give more protection to Shetland fishermen who are suffering from the same problem as the men on the west coast.

The North Sea pout box has forced Danish and Faroese vessels to concentrate their industrial fishing off Shetland.

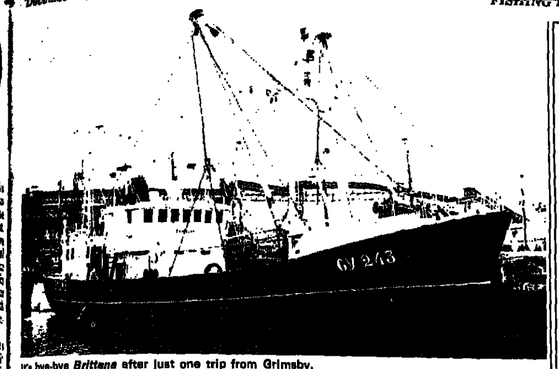
The result of this say, local fishermen, has been a reduction of over half in the haddock catch this year.

Victim of gale

A CASUALTY of the weather gale at Penzance was the *Dawn* (below), high up on the sailing slipway.

Enormous seas swept over the piers last Friday again with the high tide. This driven by SSE winds was dubbed as severe Gale Force 9.

There was damage to the small boats in the harbour and one Mini-van, left on the harbour front, ended facing upside down in the water.



It's bye-bye *Brittana* after just one trip from Grimsby.

Loophole boat is up for sale

GRIMSBY'S controversial beam trawler *Brittana* is up for sale after making only one landing at the Humber port.

The ten-year-old vessel hit the headlines in September when she arrived from Holland where she had been laid up after receiving compensation from the Dutch government.

She was then re-registered in Grimsby quite legally through a loophole which even MAFF Minister, John Silkin, was powerless to change.

Hastily convened meetings of fishing vessel owners at Grimsby forecast 'queues of foreign trawlers' were waiting to follow *Brittana* and register as British vessels entitled to a share in UK fishing quotas. But the fears have proved groundless so far.

Brittana is now once again laid up and in the hands of Dutch brokers at Haarlem.

A spokesman for the Jubilee Fishing Co., *Brittana's* Grimsby agents, told *Fishing News:* "It is completely the owning company's decision to sell *Brittana.* As agents only, we have no say in the matter, and take our instructions from the owners."

The owners had told *Fishing News* the boat had been sent to England to work because it was sheer waste to leave her tied up.

MERCHANTS COULD NOT FIND CASH

BILLINGSGATE fish merchants have lost the battle to run their own show when the market moves — in the early 1980s — to a site in the West India Docks.

They could not raise the £6 to £8 million needed to convert the new building.

The new market will continue to be run by the Corporation of London and merchants face a hefty increase in rents.

The only say the merchants will have in the new set up is through their participation on a consultative committee, on which the labour force and retailers will also be represented. But this committee will have no executive powers.

The present market superintendent, Charles Wiard, is due to retire next March and the post is now being advertised. It is understood that Mr. Wiard will be retained in a consultative capacity.

MINE BLOWS UP IN NET

A CORNISH fishing boat was blown out of the sea on Monday when she trawled up a war-time mine which exploded in her net which was being hauled but was still deep.

The mine was caught five miles SE of St. Anthony's light, by the 52 ft. trawler *Waterloo Warrior* (LT299) which was fishing for whiting and sole.

Skipper John Marshall (39) of St. Mawes said: "There was a tremendous explosion about 60 ft. from us and the whole mass of cordite and muck came to the surface. The doors were blown off the wheelhouse, galley and engineroom. The radar was lifted off its stand and the top was even blown off our gas cylinder."

Skipper Marshall and his crew — Ken Walker, Dave Growcott and Peter Green — were all shaken by the incident and all suffered strained backs as they reeled from the explosion. One man was thrown 8 ft. into the back of the wheelhouse.

The Plymouth midwater trawler *Vigilance* hurried to the scene, but her assistance was not required.

Reine-Du-Ciel had just hauled her scallop gear and she sailed three miles to the *Warrior* to find the sea still boiling and frothing.

The *Warrior* managed to return to Falmouth under her own power after binding an engineroom water pipe with a piece of rag.

Skipper Marshall said he was certain that the mine had been a fully-charged relic from the last war. He said he had trawled up a number of mines in the past, but had never known one to explode.

The boat sailed to Mylor Yacht Harbour for repairs and a few of her planks were found to be sprung. She is an ex-French trawler.

The owner of the damaged boat is Anthony Rush and the skipper and crew were among the many Cornish fishermen who have given up the mackerel fishery this year.

Tainting 'unlikely'

THE newly-issued Department of Trade report "*Christos Bitas — the fight at sea against pollution,*" contains very little information about the effect on fisheries of oil escaping from the tanker after she was damaged off the Welsh coast on October 12.

The report's only reference to fisheries is as follows: "There was slight damage to fishermen's gear such as fouled nets and lobster pots lost through spraying operations. Within the affected area there are important lobster and crab fisheries, but it is unlikely that significant tainting has occurred, although there may be the isolated case.

"There are also important nursery areas for certain species of fish which may be vulnerable to dispersants, but it is not possible to determine the potential damage without a costly monitoring exercise which is not considered to be justified."

Milford Haven has considerable tanker traffic, but did not wish to take the damaged vessel because, among other things, 'it has no repair facilities. The Clyde had made acceptance virtually conditional on the repair work being carried out there."

Icelandic trip tops Grimsby

SMALL FIRMS SUFFER AS PRICES RISE

THE SLIGHT improvement in wet fish landings at Grimsby last week — up to over 12,000 kits — was still not enough to meet the demands of all the port's merchants — especially many of the smaller concerns.

Quayside prices were buoyant all week and, in the face of a steady demand, many merchants found themselves living out of their cold stores to meet regular orders.

Most of the frozen stocks are already processed, so the most depressing feature of the week was the lines of empty filleters stands.

Nevertheless, it was a much better spell for the port's trawler owners and grossings generally were all fairly respectable.

There were no distant water landings by local trawlers and the market was left to foreign visitors.

Heading the list was the Icelandic trawler *Larus Sveinsson* (Skipper Gudmundur Kristjonsson) with a grossing of £53,409 from a turnout of 1,088 kits landed through the Fylkir agency. The Icelander's boxed catch included 460 kits of cod, 80 of haddocks and 350 of plaice.

Later in the week the Boston-Sleight agency also got into the big money with a splendid trip by the Faroese trawler *Kvikk* (Skipper Sorin Lamhauge). Almost single-handed she saved the Friday market from collapse with a landing of 1,104 kits, mainly cod and haddocks, worth £50,030.

Easily the best all-round trip in the middle and near water section was made by Lindsey Trawlers' *Tom Grant* (Skipper Bob Sinclair). From a landing of just 177 kits, mostly first-class plaice plus a little cod and prime, the 116-footer grossed £11,429 after an 11-day North Sea trip. She averaged a staggering £64.57 per kit!

Not far behind, on the same market, Lindsey's *Loveden* also hit the big kit average of £56.84 from a similar trip of 13 days worth £10,914. She had 192 kits of plaice and cod.

The big earners in this category were BUT's middle water fleet and, from seven landings, the firm banked grossings in excess of £140,000 for the week.

Consistent *Ross Jackal* (Skipper 'Paddy' McCarthy) put in the top local trip of the week with a grossing of £25,592 from 764 kits, including over 430 of coley and nearly 200 of haddocks, after 16 days at sea.

Ross Kipling (Skipper John Roberts) put the nightmare of her last trip well behind to average over £2,000 per day when she grossed £22,502 in just 11 days from 696 kits (mostly sullocks and dogs). Also in the money for BUT were *Ross Cougar* (£20,641) and *Ross Lynx* (£20,898).

H. L. Taylor also had a much better week with *Erimo* (Skipper Bill Hodson) scoring well. After only 14 days the 118-footer grossed £19,252 from 511 kits, including 230 of cod and codling, 115 of haddocks and 110 of dogs.

Hamling's Belgians *Jean-Helene* (£16,091) and *Jules* (£15,180) brought in much needed plaice and lemons whilst Consols hit the high spots from the four seiner landings with *Rosenborg* (£12,678), *Falkenborg* (£6,781) and *Lindenborg* (£2,967).

Lindsey Trawlers' *Tom Grant* averaged a staggering £64.57 per kit at Grimsby last week after an 11-day North Sea trip.

Seiners take a gamble

FALLING wet fish markets and soaring prices have persuaded some of Grimsby's seiner operators to fish on in the hope of avoiding a fish famine before Christmas.

Normally, by the beginning of December, the entire fleet is tied up until the New Year. But this year at least 20 vessels — an eighth of the Grimsby anchor-seining fleet — are continuing fishing into December.

A spokesman for Sam Chapman & Sons, which sailed three vessels at the end of November, told *Fishing News*: "Yes it is a gamble with the weather and short days to contend with, but the port needs every bone of fish it can get at the moment."

Also fishing on, as usual, are most of the port's gill-netters, inshore boats and pair trawlers, although fishing last week was reported to be rather slack especially on the northern grounds.

There was also the first major move last week, outside the United Seiners agency, among the port's winter spratters.

United already had *Sarah Thinnesen* on sprats from North Shields for several weeks and, as the first of the winter frosts begin to shoal the fish inside the 12-mile limit, the other agencies are starting operations.

Last weekend a small armada left Grimsby and headed north, lead by *Glenda*, *Paul Antony*, *Helena Gertsen*, *Lochearn* and *Searcher*.

Several large shoals have already been marked off the Tyne.

Jan Nielsen is one of the Grimsby anchor-seiners which have put back to sea due to the prospect of high prices.

'SMELL' TEAM HEADS SOUTH

THE Department of the Environment is to send a team of experts to Falmouth in an attempt to find a solution to the pollution problem caused by factory ships in the bay and harbour.

The Foreign Office is also being asked to approach the Governments of the vessels involved, and the owners, to make representations to them.

These moves have been promised by Denis Howell, Minister of State at the DoE, after meeting a deputation from Carrick Council, Falmouth and Truro Port Health Authority and Falmouth Harbour Commissioners.

At the meeting with the minister were officials from the Department of Trade; MAFF; the Department of Health; the Foreign Office and the SW Water Authority.

They heard about the Falmouth problems in detail — smell, noise, pollution and the interference with TV reception.

David Mudd, MP for Falmouth-Camborne who led the Cornish deputation, said they were delighted with the concern shown by the Minister and with the promises he had made.

Pot limit and licences needed off south-west

LETTERS

SIR, We read with great interest the article on shellfish resources in the south-west by Dr. Eric Edwards (*Fishing News*, November 17).

As crab fishermen we are particularly interested in his statement that "it is unlikely that many of the local crab grounds, including those off Start Point, could sustain any further increase in fishing effort."

Surely it is now time for the Ministry to enforce strict conservation measures beyond merely raising the minimum legal size.

Two vital steps should be:

(1) the licensing of existing crab fishing boats with no new licences being issued unless a boat drops out of the fishery, and;

(2) limiting the number of pots worked by each boat, say on a basis of 100 pots per man.

These measures would not please everybody, but at least they would be a realistic step in preserving an important fishery as opposed to putting it at grave risk like the lobster.

In the words of Dr. Edwards, "lobster catches have declined steadily in some areas during the past decade and the fishery is now at a low level." On crawfish he said "a worthwhile living cannot be made by diver or potter".

J. Fletcher (Cadgwith),
D. Mulrhead (Falmouth) and
B. Mundy (Mullion).
Sparnon,
Budock,
Falmouth,
Cornwall.

Prawn decline

SIR, On the letters page in *Fishing News*, October 20, the two writers from Ullapool appear to resent the fact that the port is primarily a herring/mackerel centre and has been for centuries.

It was due to the east coast herring fleet working out of Ullapool that I earned enough money to buy my own boat (the Highlands and Islands Development Board turned down my application for boat grant assistance).

Mr. Smyrl, who has only been fishing here for about two years, is hardly able to judge the effect of factory ships on prawn fishing which has been going on in this loch for the last 15 years.

Overfishing is just as likely to have caused the decline in prawn returns as the waste from factory ships.

NEIL CAMPBELL,
Skipper, *Elsa* (UL 136),
44 St. Valery Place,
Ullapool.

LAST-GASP RESCUE

Two of the men who helped in the rescue: Robert Stewart (left) and George Walker.

THREE fishermen have rescued a fourth from the brink of death in an Eyemouth Harbour rescue.

Ronald Sorbiston (25) of Eyemouth had climbed down a ladder on the harbour wall to board *St. Nicholas II*. He missed his footing and fell into the freezing cold water.

Three other fishermen — Robert Stewart and George Walker, both of Eyemouth, and Jim Wilson of St. Abbs — heard his shouts for help and rushed to his rescue.

Mr. Walker and Mr. Wilson went on to the boat and tried to grab the man in the water. Mr. Stewart had one foot on the ladder and one on the boat, but *St. Nicholas* moved on the high tide and he too fell in.

He managed to grab hold of Mr. Sorbiston and the three pulled him to safety.

Mr. Sorbiston was detained in Berwick Infirmary where he was said to be "under observation".

TRIALS FOR CAROUSEL LINE BOAT

THE FIRST boat to be fitted with a production Carousel longlining system from Transatlantic Fishing of Penryn, Cornwall, was due to start trials yesterday (Thursday).

She is the former Scottish 56-footer *Silver Fern* which has been bought by Porthleven, Cornwall, fishermen Bill Tate and Norman Buswell who both sold their boats to pool money to operate the craft.

Finishing touches were being made to the boat earlier this week and she is expected to start fishing soon.

Silver Fern has been virtually rebuilt at a cost of thousands of pounds and the complete longlining system alone has set the owners back around £5,000.

However Ian Frost, boss of Transatlantic, says this includes all-new hydraulics, the best drum and other line gear all built and installed to the very highest standards. No expense has been spared to make the boat perfect, he told *Fishing News*.

She will start off using 8,000 snoods, but the system can handle double this amount. The Carousel was developed with help from the White Fish Authority Industrial Development Unit at Hull.

Equipment supplied to the boat by Transatlantic includes line drum with automatic guide-on gear, snoods and hooks, Catter-marine capstan line hauler with hard-wearing polyurethane hauling face, the Carousel to hold snoods and a safety shooting tube.

Silver Fern will operate from Newlyn as facilities are better there than at Porthleven, where both men previously went line fishing with inshore boats of 30 to 35ft.

Productive line fishing grounds are found south-west of the Scilly Isles, but the craft has been fitted to undertake trips around the coast if necessary.

The owners carried out conversion work on the boat themselves with sub-contractors. First job was to strip the craft and raise the low bulwarks.

Her engine was rebuilt and the whole craft was rewired and fitted to bring her up to Board of Trade safety survey standards. A wooden wheelhouse is to be built for installation at a later date.

Meanwhile, she is the centre of attraction at Newlyn as fishermen wait to see how this new longlining system, which can cut crew requirements dramatically, performs.

No offence

THE trawler *Glen Urquhart* landed about 600 cwt. of fish at Aberdeen on Tuesday after a trip to Faroe during which she was arrested by a Faroese gunboat.

Her "custody" lasted about two hours, when the Faroese realised they had made a mistake.

Skipper Sandy Brown was legitimately fishing 15 miles inside the "inner ring" off Faroe when a gunboat appeared and ordered him to haul his gear and follow her into Thorshavn.

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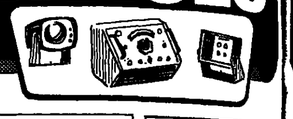

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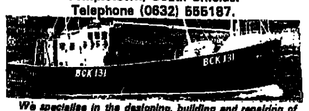

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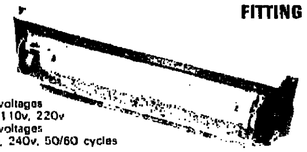

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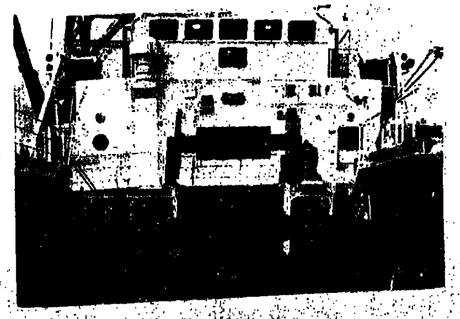

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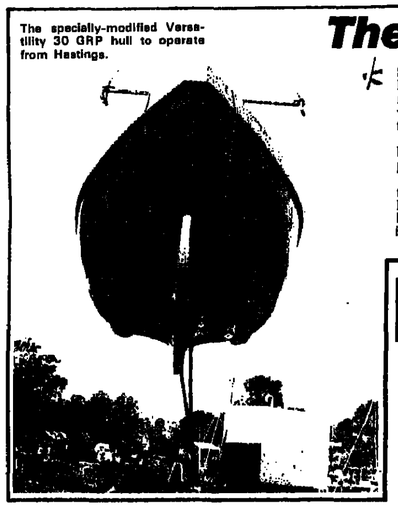


The specially-modified Versatility 30 GRP hull to operate from Hastings.

SKIPPER Jim Adams of Hastings has taken delivery of a specially-modified Versatility 30 GRP hull which he will fit out to operate from the beach.

She is to be the first GRP-hulled beach boat to work full-time from the port.

Draft was cut by 6in. to 2ft. 9in. and the hull was then fitted with a steel keel ban with towing eye, plus bilge keels, just as the traditional wooden boats working from the beach.

The 11ft. 6in. long bilge keels are made of iroko and they were through-bolted to iroko stringers and then glassed over. The skeg aft has been swept up 3in. and the hull's forefoot has been modified to give a shallower run. The forward wheelhouse boat will be powered by a 60 hp BMC diesel.

Construction

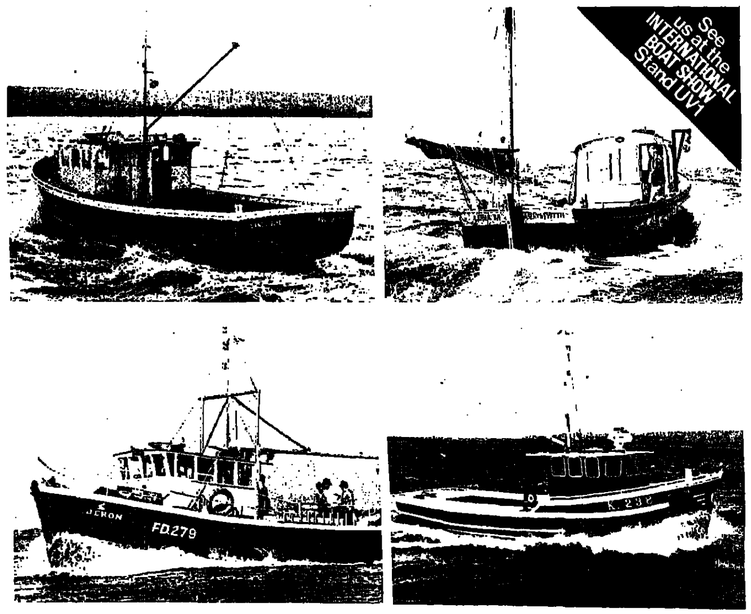
Skipper Adams decided on a GRP hull to cut maintenance costs. Her deck is of core construction for strength and is guaranteed watertight.

In 1969 Versatility Workboats of Rye completed its first specially-modified shallow-draft beach boat to work from Mullion Cove, Cornwall, which has a steep shingle beach.

This was a 25ft. Mk. I boat and she qualified for White Fish Authority grant and loan.

A Versatility 30 craft built for the Food and Agriculture Organization has now completed a "very satisfactory" one-year evaluation period. She works from Senegal, Africa, and lands up to four tons of sardinella a trip.

HAZAEL LEFT WITHOUT A BOAT
'WE MUST HAVE AID' —MILFORD OWNER



Photos courtesy of: J. Duncan & Sons, Orkney, top left, bottom right. Treve Marine Ltd., Cornwall, top right. Greenhall Bros., Fleetwood, bottom left.

THERE has been an angry aftermath to the sale to Milford Haven owners of the Fleetwood nearwater trawler *Andrew Wilson*. It has come from the owning company's principal, Jim Wilson, who had been forced to sell the Hazael Fishing Co. vessel because of the port's economic situation.

Hazael is now left without any ships and Mr. Wilson blames this on the lack of Government aid. He said that all the approaches for such aid had been unproductive.

Mr. Wilson said: "I am sick of talking and I think it is time for action. My own ideas would have been to have dumped a load of rotten fish offal outside the Winter Gardens during the last Labour Party conference. By the time they had waded through that lot at least they would have known about Fleetwood's plight."

He added: "The fishing community is the toughest breed of people in the country, frightened of nothing and the most frustrating thing to me is not being able to supply them with the answer to make Government sit-up and take notice."

Mr. Wilson said of *Andrew Wilson's* sale: "If I had not sold I am sure I would not have lasted the winter without Government help. I have lost considerable money over the last two years and it just could not carry on. I have been torn between loyalty and commonsense."

However, there is still hope for the Hazael Fishing Co. Mr. Wilson said: "I will give it to Christmas to see if the Government comes to its senses and makes money available to the industry. If it does, and on the right terms, I will carry on." The firm has been one of Fleetwood's leading nearwater trawler firms for several years.

£97,454 trip for Icelandic trawler

AN ICELANDIC *trawler* hit the jackpot at Hull this week with a 2,171-kit catch worth £97,454.

Drangey discharged her haul on Tuesday the agents Boyd Line and the fish sold were 1,542 kits of cod which was worth an average of £37.71.

The trawler also had 629 kits of haddock which realised £42.14 per kit and 34 kits of flats, £68.35.

The Icelandic trawler was the only wet fish vessel landing at Hull on Monday grossed £54,785 for 1,274 kits.

Boston Deep Sea Fisheries was port agents for the vessel.

Her turnout included 66 kits of cod, 116 kits of coalfish, 264 kits of haddock, 264 kits of lemon soles, 116 kits of bergylts, five kits of whiting, two kits of blue ling, four kits of coley and four kits of rockfish.

The port also received 1,250 boxes of fish from inshore ports.

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EEC compensation 'not enough'

EEC PROPOSALS for compensation to lay-up fishing vessels and retire fishermen early are both unsatisfying and inadequate.

This claim was made in Arbroath by Norman Goodman, one of the Labour Party's top experts on fishing and prospective Labour candidate for South Angus.

Mr. Goodman said: "It is now recognised in the British fishing industry that a revised Common Fisheries Policy will inevitably bring about the restricting of the fishing fleet.

"This change will involve a reduction on both the numbers of fishing vessels and regularly employed fishermen.

"In order to encourage the reduction of excess capacity of fishing power the European Commission has come up with the "lay-up" premium of 300 units of account (£176) per gross registered ton.

"This is grossly inadequate where the bonus of smaller vessels are concerned.

"It is of interest to note that in 1976 the Dutch government offered its vessel owners a premium of £340 for the first 150 gross registered tons and then £170 per ton over and above that figure.

Pensions

"The Labour Government must argue for more adequate compensation for the small vessel owner, possibly £400 for the first 100 gross registered tons and then £170 per ton afterwards."

Mr. Goodman said that the European Commission had suggested that pensions should be given to those leaving the fishing industry at the age of 55 or over.

Such a pension scheme might be acceptable to trawler engineers — a substantial proportion of whom are in their 50s — but it ignored the interest of fishermen below that age. "There aren't," he said, "many deckhands aged 55 years or over."

Use of this criterion suggested, he thought, meant that the so called experts in Brussels did not know an awful lot about the British fishing industry.

"This inappropriate pension scheme should be replaced by the gratuity of possibly £7,000 paid to those regularly employed fishermen pushed out of employment by the changes in the industry.

"For the fishermen who stay employed it ought to be the case that an efficient fishing management system should present them with stable and secure employment opportunities.

"To this end the Government and the Labour movement ought to support the Transport and General Workers' Union proposals for the decasualisation of the employment of trawler-company fishermen."

TIME SETTLES WHITBY FISH DUES BATTLE

WHITBY fishermen have agreed with local harbour owners, Scarborough Borough Council, that the proposed second public inquiry into Whitby harbour dues should be dropped.

Both the fishermen and the council have informed the Fisheries Minister of the agreement and have invited him to abandon the hearing, scheduled for December 7.

The second inquiry had been requested by the Minister, who was unable to reach a decision following the first hearing in September last year.

The inquiry was into objections by fishermen to an increase, with effect from April 1, 1976, in the rate of levy imposed by the council on the value of all the fish landed at Whitby.

Fishermen's secretary, Fred Richardson, said: "It would seem this is the sensible solution for both parties and that, as far as the fishermen are concerned, the rays of hope are that the upper harbour scheme will soon begin to show a return for all the investment."

The parties agreed that a further inquiry was not necessary because fish landing dues had remained static since April 1976.

Officers of the council were recommending that there should be no increase in fish dues for the financial year 1979/80. Certain assurances were also given to fishermen on harbour improvements.

After the unveiling of a plaque inaugurating the boardroom's extension, William T. Stevenson, master of the Company of Merchants, Edinburgh (right), congratulates the chairman, John D. Buchan.

PETERHEAD'S LATEST EXTENSION

PETERHEAD Harbour Trustees' new boardroom, incorporating a £40,000 extension to the harbour offices at the West Pier, was inaugurated by William T. Stevenson, master of the Company of Merchants of the City of Edinburgh — the Superiors of Peterhead.

Mr. Stevenson, accompanied by the company's secretary, William Macdonald, unveiled a plaque in the new boardroom and congratulated the trustees on the continued prosperity of the fishing port.

He presented chairman John D. Buchan with a crystal decanter bearing the company's crest and Mr. S. K. Young, manager of Peterhead Management Co., presented Mr. Stevenson with a gavel for the use of the trustees at their meetings.

At a luncheon in the Palace Hotel following the inauguration, Mr. Buchan pointed out that the growth of Peterhead harbour over the last 100 years had been a direct result of the town rising to the challenge of contemporary events.

He added: "In recent years our harbour, always principally a fishing harbour, has now reached the position of being the number one fishing harbour in the United Kingdom. It has been reported this week that Peterhead's catch value since January 1 had surpassed Aberdeen's total by £2½m.

Travelling

"We have a fleet of 400 boats using the port, with buyers travelling every day from all parts of the country to attend the sales. All back up facilities necessary to maintain the large fleet are at hand. We are fortunate to have a separate harbour for oil related activities and the saying that 'oil and water don't mix' has been disproved.

"Peterhead harbours are on the crest of the wave and long may they continue."

MANX BOAT TOWS HARDER WITH GRP NOZZLE

THE NEED to extract the maximum work from small fishing craft has resulted in growing interest in propulsion ducts or propeller nozzles.

For fishing vessels, an attractive design which has been in service for a considerable number of vessels throughout the world is the Burness, Corlett & Partners (BCP) Generation 4 steel duct consisting of completely developable surfaces throughout.

The duct is very nearly as efficient as the more sophisticated double curvature shapes but due to the simplified shape construction costs are reduced by one-third.

Patented

Recently, however, BCP has developed and patented an approach to the design and manufacture of glass reinforced plastic (GRP) ducts which has advantages.

First, it is possible to produce a duct or nozzle at a very much lower price than in steel, in many cases under half the price of a steel duct;

Secondly, the duct does not need painting or cathodic protection;

Thirdly, it is light and easy to handle and install.

The main difficulty with the use of this material for ducts lies in the operating conditions in the throat area of the nozzle. Here, there are very high sweeping velocities across the face of the material produced by the tips of the propeller blades plus, in many cases, the scouring of incipient tip vortices from the blades. Also there may be a degree of local cavitation.

GRP is not a suitable material for use in such an environment unless steps are taken to make it so.

As a result of considerable research, BCP has produced the Glassduct design which has now been installed and is building up service experience.

This approach, for which patents have been applied in a number of countries, opens the advantages of ducted propulsion to a wide range of fishing vessels at modest cost.

The boat with the GRP nozzle is the Peel-based trawler *Laurel*, which is 49 ft. long and was built around 1935. She is powered by a Gardner 6LX diesel of 110 hp at 1,300 rpm and is at present working on queens under her skipper-part owner, Geoff Comber.

Bollard trials of the vessel fitted before and after installation showed that there was a 44 per cent increase in the tow rope pull. The speed of the vessel was comparatively unaffected and the existing propeller was used for both trials.

Immediate service results show a very worthwhile improvement in gear-handling capability, plus the additional advantage that the stern holds the water better.

Sizes

Generally, Glassducts will be of the BCP Generation 4 hydrodynamic profile and designs will be available in a wide range of sizes.

Arrangements have been made with fabricators which can supply the completed duct and fit it to a vessel.

Steel-hulled boats can be fitted in a few hours, but with wooden hulls installation times depend on the exact layout of the hull structural timbers and their condition.

If the existing propeller can be used for the Glassduct installation, the costs and the time out of service are reduced to the minimum.

According to BCP, the development of the Glassduct has been proven to provide a significant improvement in fishing vessel performance at what is arguably the lowest initial investment and reduction in future maintenance costs.

Below: the GRP propeller nozzle by Burness, Corlett and Partners. It claims that this nozzle can cost half that of conventional steel ones. It is hoping for big sales.

South coast boats fit American aids

SIX fishing boats based on the English south coast are now fitted with electronic aids made by a firm based on the west coast of America.

Collision alert systems and variable range markers for navigation made by the Paragon Electronics Corp. of Seattle have been supplied to the boats by Southern Nets of Rye, Sussex.

"Chick" Holland, boss of Southern Nets, has spent eight days at the firm's factory and is to start importing the range of electronics made by Paragon, which also includes a six-channel vessel safety monitor, digital depth display and testers for maintenance purposes.

Trawling

The first batch of Paragon equipment was imported four months ago and one boat to have a variable range marker was the Folkestone-based *Opportunity*.

This wooden trawler was completely refitted by the Kent-based Medway Yacht Co. earlier this year. She is skippered by Owen Griggs who has found that the unit has worked well while single and pair trawling. He is said to be very pleased with it.

The unit is claimed to be accurate to 17.6 yards if the controls are used carefully. Three fixes are needed and the distance from a target is given on the digital display in nautical miles.

Two ranges are available. "Low" allows ranges to be measured from 0.1 to eight nautical miles in 100ths, while "high" goes from four to 99.9 nautical miles in 10ths. Display brightness is adjustable, and the unit is priced at £280.

The CAT is Paragon's collision alert unit which works in conjunction with a boat's radar. The radar surveys as normal and the collision alert is set to sound an alarm when echoes of a pre-determined size come within outer and inner range rings which are also adjustable.

So, once the unit has been *set, the skipper can go on deck* and help with the gear knowing that a radar watch is being kept.

However, Paragon warns that "the CAT does not excuse the radar operator from maintaining his own vigil. In fact, it is essential for the operator to frequently confirm that the CAT is functioning, that its sensitivity is properly adjusted, that its target size is correct, etc."

The CAT has adjustable scanning so that a sector between five and 360 deg. can be included in the programming. This allows known targets such as land or ships to be ignored by the alert system.

Warning that a target has been detected by the unit is given by an audio alarm and a flashing light on each sweep of the radar. Price is around £375.

The six-channel safety monitor costs £135, plus sensors, and can be used to warn of problems developing with engine temperature, pressures, bilge level and air temperature, etc. Again both audio and visual alarms sound when a failure is detected.

Paragon's digital depth display works in conjunction with deep recording echo sounders and has the advantage that it can be fitted remotely from the sounder.

Paper

Named the 3-D, the unit can be used to save paper if the main sounder has no paper switch-off when depth only information is required.

The 3-D has its own receiver to act independently on receiving the returned signal from the recorder's transmitter. While some sounders bottom out at 100 fathoms, this unit goes down to 999 fathoms. Again, variable depth alarms down to 90 fathoms can be set.

First of these units to be installed in the UK will be aboard "Chick" Holland's own boat which is now under construction. She is the prototype Kingfisher 42 which Southern Nets is to market and the boat is built of plywood sheathed in Cascover, a thick waterproof nylon.

The 3-D on this boat will be *mated to a Ross Fisherman fish* finder which Southern Nets also plans to import for sale. The unit is a straight line recorder with fine line and time varied gain.

Southern Nets is to operate supply, fit and maintain both Paragon and Ross units and the Paragon range will be installed on the prototype Kingfisher 42 when she goes into service as a trawler in the early months of 1979.

More American-made products expected to be imported from America by Southern Nets include a compact VHF now awaiting Post Office type approval; and nets drums and split hydraulic winches. The net drums are suitable for gill and trammell netting, also for holding trawls.

VRM for two small radars

The new variable range marker mounted on a Seaveyor.

THE TWO radars in the range produced by Electronic Laboratories Ltd., the Seascan and the Seaveyor, are designed specifically for small craft.

There have been many demands for a variable-range marker to be incorporated, but this has been omitted to keep down costs. Now a unit is available which can be added to *these sets as an extra*.

The new unit has been developed by the Electronic Laboratories agent in Hull, Locat Developments Ltd. It comprises a small box which is normally fitted to the top of the set, but which can be located remotely from the radar if required.

The unit is wired into the main set and connection is *quickly carried out by a radar* mechanic.

There are three controls on the unit. On the left is a brilliance control to determine the intensity of the LED digital range readout. In the centre is a range scale selector which is set to the nearest point to the range in use. On the right is the range control which moves the electronic indicator on the radar screen and, at the same time, changes the digital readout.

Collision

Variable-range markers greatly extend the use of small boat radars and are of great assistance in collision avoidance and navigation. It is anticipated that eventually they will become an integral part of all radar sets but, in the meantime, this unit meets the requirements.

Details from: Electronic Laboratories Ltd., Fleets Lane, Poole, Dorset.

PRODUCT NEWS

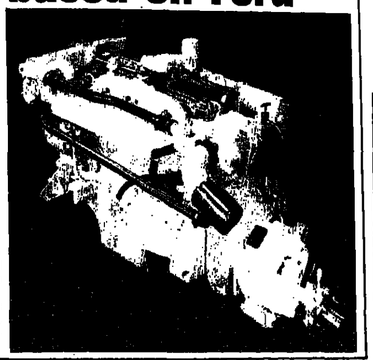
Speedy Mermaid based on Ford

MERMAID MARINE, which specialises in marinising diesel engines from the Ford range, has introduced an engine to replace the type 595-ET-210. The engine develops 215 hp at 2,600 rpm.

The new engine (right) differs from its predecessor on three counts. The cooling system has been redesigned and now incorporates a Mermaid-designed heat exchanger. The turbo-charger on the engine is now water-cooled, which increases both the power and the efficiency; and new Mermaid-designed pistons give improved fuel economy with lower emission levels.

Mermaid offers this new engine with a 24-month warranty — double that of many comparable engines. The engine is particularly designed for high speed, twin engine layouts.

Further information from: Mermaid Marine Engines Ltd., 70-72 Cobham Road, Wimborne, Dorset, BH21 7RN.



Just the thing to have aboard, the Locat distress transmitter fits in a pocket.

POCKET SURVIVAL RADIO

A POCKET SURVIVAL radio transmitter designed with help from Ministry of Defence research and development establishments is now being sold.

The new Locat beacon, despite its small size, sends out a signal up to a range of 200 miles which can be picked up on the distress frequencies (121.5 and 243 MHz) by listening search and rescue services.

Developed over a period of three years by *the Hull-based Electronics Marine Group*, the Locat beacon uses the latest technological advances.

The beacons sell for around £100. They weigh only 330 gms and have a shelf life of up to ten years without servicing.

Self-contained in a tough fluorescent plastic casing, they are powered by a 13 volt high energy lithium battery. The Locat beacon, which incorporates a powerful transmitter, is buoyant and will withstand being submerged to depths in excess of 50m.

The beacon will function in temperatures from -20°C to +60°C with a transmitting endurance of 36 hours at +20°C. Operation is by the removal of a pin by a ring pull.

BOAT FOR IRELAND IN FROM FRANCE

PAMMBRID, a new 86ft. long French-built stern trawler for Ireland, sailed into Dublin on her delivery trip from Dieppe on Thursday last week.

Brendan O'Kelly, chairman of the Irish Sea Fisheries Board which financed the boat under its Marine Credit Plan, greeted *Pammbrid* which has been built for Skipper Michael Callaghan.

The steel-hulled boat, which has a forward wheelhouse, will join the Killybegs fleet and has been built at the Ateliers et Chantiers de la Manche yard.

Her main dimensions are: length overall, 86ft.; moulded breadth, 23.6ft.; depth to upper deck, 18ft.; and draft aft, 10.5ft. *Pammbrid* is powered by twin French-built Baudouin diesels developing 400 hp at 1,800 rpm.

Site for new Guernsey fish quay

STEPS are now being taken to look at the possibility of providing Guernsey fishermen with their own quay in St. Peter Port harbour.

Lack of moorings and space has been worrying fishermen for years. And a meeting between the men and the Sea Fisheries Committee has resulted in a specific area of the harbour being examined.

If the present idea now being looked at is carried through and approved by the States parliament, it would entail the building of a new jetty.

It has been pointed out that lack of further facilities will inhibit further expansion of the industry. The need for deep water moorings is also of paramount importance for a number of large boats with wells.

A working party was set up earlier this year to look at the problem of accommodation and Peter Bougoured, secretary of the Guernsey Fishermen's Association, has welcomed the move.

Something had to be done to overcome overcrowding at some berths where fishing boats were moored three abreast, he said.

Bill Marquand, sea fisheries officer, said the latest meeting with the fishermen had been "friendly and *constructive*."

Launch at Newhaven

A 41 FT. 6 IN. long steel-hulled trawler is due to be launched at Newhaven, Sussex, today (Friday).

The trawler — the largest built for the port for many years — nearly didn't make the launch as she just escaped a fire at the boatyard where the hull was built.

John Robbins of Newhaven made the hull, which has a beam of 15 ft. and draft, 7 ft., and she is being completed by her skipper, Tony Haywood.

The boat is due to start fishing in about three weeks and is powered by a Gardner 6LXB diesel, with the

Wrong boat

A REPORT in *Fishing News*, November 17, stated that Skipper David John Foreman, who fishes out of Peterhead, was having an 85 ft. vessel built to replace his wooden boat *Resplendent*. This was incorrect. Skipper Foreman's new boat will *replace his present vessel Raingoose*.

We apologise for any con-

IRISH HERRING BANS

A COMPLETE ban on herring fishing by Irish boats off the south-west coast of Ireland and in the Irish Sea has been announced by Fishery Minister, Brian Lenihan.

The ban was imposed after herring quotas in the areas were reached. The only exception where herring fishing is now allowed off the Irish coast is in the west, where the quota has not yet been reached.

The Celtic Sea and the Irish north-west coast have already been closed.

During the first eight months of this year Irish fishermen landed 14,869 tonnes of herring, compared with 7,140 tonnes in the corresponding period last year. The total was £4.5m. compared with £1.7m. last year.

Stolen skate starts security row

POLICE CRITICISM of Grimsby fish merchants over their 'lack of security' for consignments of overland fish delivered at night has upset the Grimsby Fish Merchants' Association.

Last week a row blew up over the theft of 10 boxes of skate, valued at £300, which had been delivered overnight by road transport from Aberdeen to a fish merchant's stand at Grimsby.

Chief Inspector Derek Bamber, the head of Grimsby's British Transport Docks Board Police, called for more effort by merchants to accept fish brought into the port at night. He said that, apart from regular police patrols around the docks at night, he did not have enough men to stand guard over every consignment of fish brought in.

It was wrong, he contended, for merchants to hold the BTDB Police responsible and spoke of an appalling lack of security by merchants who regularly left hundreds of pounds worth of overland fish from night deliveries unattended.

The FMA said it had drawn up a plan some time ago to employ a private security firm with dogs to cut down the growing fish thefts, break-ins and vandalism which took place at night, but had dropped it because docks police told the FMA they were capable of dealing with these incidents themselves.

Wrong

The FMA also claimed most of its members were highly responsible people who made every effort to accept night-time overland deliveries; it was wrong of Inspector Bamber to blame the whole of the membership.

A fish merchant member of the FMA told *Fishing News*: "We are all very het up about the whole business. We don't expect the docks police to watch every box of fish, but we do feel we are entitled to a better service than is provided at night.

"The patrols which I know about just cruise around in cars. I think most of us would like to see a few more police out on foot at night. It's a very difficult problem, especially since fish has become such an *expensive commodity*.

"The now discontinued police checkpoints at Riby Square and Humber Street were a big deterrent as the FMA secretary has publicly stated."

ACQUITTED

A DEVON fisherman fined at Torbay Magistrates Court in October for threatening a tourist with a knife has been acquitted following an appeal.

Paul Anthony Aitken-Smith from Paignton, had denied using threatening behaviour to Paul Farrow of Manchester, following an argument over a rope.

HEBRIDES LOBSTER TAGGING

SCOTTISH shellfish scientists are asking for co-operation from fishermen to return tagged lobsters after two major tagging exercises carried out this year.

The first was conducted in May and June, when 1,280 lobsters were tagged and *released on* the extensive rocky shelf to the west of the Uists and Benbecula, Outer Hebrides. This is currently the most productive lobster *fishery* in Scotland.

The second experiment was in November when 330 lobsters were tagged in St. Andrew's Bay, Fife. This is an area which has been heavily exploited over many years and is notable for the high proportion of small lobsters in the catches.

Scientists from the Marine Laboratory, Aberdeen, used toggle tags in both cases. A small plastic toggle to which a numbered piece of yellow plastic tubing is attached is inserted into the lobster's extensor muscle, between the body and the tail.

The tag is not usually lost at moulting and is, therefore, ideal for studying rates of growth.

To fit the tag, a small incision is made in the arthrodial membrane joining the carapace to the first abdominal segment. The toggle which anchors the tag in position is then carefully inserted with forceps and turned, so that it is at right angles to the incision. The operation takes less than 15 seconds.

However, because the tag is *small and may* hang underneath the lobster, it may not always be obvious.

If a tagged lobster is caught, it should be taken to the local fishery officer or fisherman collector, who will give its full market value plus £1 reward and any out-of-pocket expenses.

In many cases, once the lobster has been measured and sexed *by the fishery* officer, it can be returned to the sea so that more information can be gained from it.

Co-operation from fishermen and buyers has so far been first class. Much of the credit for this is due to their own enthusiasm and to the efforts of the fishermen collectors. — R. G. J. Shelton, Marine Lab., Aberdeen.

'FN' FISH TRADING GUIDE

going out

EXPORT SALES of fish products in overseas markets continued to rise and showed a significant increase in value in September. They amounted to £10.7 m., compared with £9.2m. in the previous month and, for the first nine months of 1978, the total reached a peak of £96 m.

The most buoyant markets were the EEC countries which showed a rise of 23 per cent in value. Moreover, exports to other Western European countries nearly doubled in value and amounted to £1.2 m. Further rises were also recorded in deliveries to North America (with sales of £628,000), but there was a downturn in demand from the Middle East. Sales to that area dropped by over 50 per cent and amounted to only £185,000 (see Table 1).

A big upsurge in demand for dried fish was recorded and sales for these products rose from £282,000 to over £1 m. in September. Deliveries of fresh and chilled fish also went up and recorded an increase of 25 per cent in value. Exports of lobsters, oysters and crabs were also higher and reached £4 m., compared with £3 m. in the previous month (see Tables 2 and 3).

TABLE 1 — EXPORTS OF FISH AND FISH PREPARATIONS

(by regions)

	Sept 1978 £000	Aug 1978 £000	Jan-Sept 1978 £000
EEC countries	7,901	6,380	58,762
Other Western Europe	1,244	734	7,838
North America	628	570	5,660
Other developed countries	382	737	6,407
Latin America	45	35	429
Middle East and North Africa	185	381	2,954
Other developing countries	333	346	9,230
Communist countries	20	5	5,162

TABLE 2 — EXPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS

— by value

	Sept 1978 £000	Aug 1978 £000	Jan-Sept 1978 £000
Fresh or chilled fish	1,697	1,359	11,139
Frozen fish	1,518	1,479	28,678
Fish fillets (fresh or chilled)	15	34	114
Fish fillets (frozen)	567	945	7,234
Fish meal for human consumption	-	-	134
Dried cod	7	1	135
Dried or salted fish	1,009	282	3,808
Smoked fish	669	466	5,045
Crustaceans and molluscs (inc. lobsters, oysters and crabs)	3,976	2,025	26,151
Prepared or preserved fish (inc. caviar and canned salmon)	1,087	1,540	12,411
Prepared or preserved crustaceans and molluscs (inc. crabs)	193	159	1,595

TABLE 3 — EXPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS

— by weight

	Sept 1978 (tons)	Aug 1978 (tons)	Jan-Sept 1978 (tons)
Fresh or chilled fish	3,470	1,429	34,317
Frozen fish	2,226	1,390	111,483
Fish fillets (fresh or chilled)	15	31	110
Fish fillets (frozen)	720	847	9,752
Fish meal for human consumption	-	-	741
Dried cod	3	1	103
Dried or salted fish	1,503	344	5,806
Smoked fish	431	338	3,565
Crustaceans and molluscs (inc. lobsters, oysters and crabs)	2,312	1,678	17,888
Prepared or preserved fish (inc. caviar and canned salmon)	980	1,254	9,855
Prepared or preserved crustaceans and molluscs (inc. crabs)	85	69	714

coming in

THE LEVEL of imports continued to ease and fell to £19.5 m. compared with £20.8 m. in August. Overall imports for the January-September period amounted to £194 m. and, as a result, the deficit on the trade balance in fish products rose to £98 m. (see Tables 4, 5 and 6).

A substantial fall in supplies from the EEC countries was recorded, the drop amounting to nearly £1 m. There was a decline of nearly £3 m. from the Scandinavian countries.

In contrast, an upsurge in imports from North America was evident, with total sales of over £3 m., compared to £2.2 m. in August. Further inroads into the British market were made by fish products from developing countries, particularly Latin America.

TABLE 4 — TOTAL IMPORTS OF FISH AND FISH PREPARATIONS

(by regions)

	Sept 1978 £000	Aug 1978 £000	Jan-Sept 1978 £000
EEC countries	4,958	5,833	57,007
Other Western Europe	6,585	9,055	68,857
North America	3,039	2,217	30,772
Other developed countries*	1,407	1,214	11,656
Latin America	571	419	3,079
Middle East and North Africa	207	84	2,385
Other developing countries	2,701	1,553	15,838
Communist countries	55	410	4,147

* Australia, New Zealand, South Africa and Japan

TABLE 5 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS

— by value

	Sept 1978 £000	Aug 1978 £000	Jan-Sept 1978 £000
Fresh or chilled fish	2,776	3,061	30,937
Frozen fish	2,630	2,029	20,499
Fish fillets (fresh or chilled)	51	36	703
Fish fillets (frozen)	4,033	7,177	53,618
Fish meal for human consumption	-	9	14
Dried cod	10	12	70
Dried or salted fish	219	184	1,599
Smoked fish	47	36	396
Crustaceans and molluscs (inc. lobsters, oysters and crabs)	1,888	1,991	15,640
Prepared or preserved fish (inc. caviar and canned salmon)	3,914	3,330	49,138
Prepared or preserved crustaceans and molluscs (inc. crabs)	3,954	2,979	20,987

TABLE 6 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS

— by weight

	Sept 1978 (tons)	Aug 1978 (tons)	Jan-Sept 1978 (tons)
Fresh or chilled fish	5,137	5,814	57,189
Frozen fish	2,761	2,210	26,272
Fish fillets (fresh or chilled)	41	33	659
Fish fillets (frozen)	3,989	6,949	49,248
Fish meal for human consumption	-	31	32
Dried cod	4	5	49
Dried or salted fish	343	247	2,555
Smoked fish	19	26	181
Crustaceans and molluscs (inc. lobsters, oysters and crabs)	954	1,534	11,021
Prepared or preserved fish (inc. caviar and canned salmon)	3,566	2,728	33,487
Prepared or preserved crustaceans and molluscs (inc. crabs)	1,631	1,192	8,844

'Star' 38-footer for Essex

NOW based at Colchester, Essex, is the latest Aqua-Star 38 ft. Professional Fisherman built at St. Peter Port, Guernsey. The standard boat will be used for commercial fishing in the winter and summer angling trips.

Aqua-Star's 38 ft. boat has been developed from the firm's 32 ft. long GRP-hulled craft and has a beam of 12 ft. 9 in. and standard draft, 4 ft. Draft can, however, be reduced to 3 ft. to suit customers working from shallow harbours.

Around nine 38-footers a year are built at Aqua-Star's Guernsey yard and the craft went into production alongside the firm's range, which includes 20 ft. Sea Fisherman and 27 and 32 ft. Professional Fisherman models, last year.

The latest 38-footer will be fitted with a stern gantry and Seawinch one-ton hauler and the hull has an extra heavy GRP lay-up.

She is powered by a Perkins V-8 diesel of 160 hp and drives the propeller through a 3:1 reduction gearbox.

Wheelhouse electronics includes a 'Sailor' VHF and Simrad echo sounder. There is accommodation for two in the forward cabin which is complete with galley and marine toilet.

Standard engine for the 38-footer is a 120 hp diesel and complete boats are available from £21,500. Part-complete boats comprising heavy-duty hull with enclosed wheelhouse, foredeck cabin, main bulkhead and four half-bulkheads, also engine bearers, costs £7,250.

In the past year 38-footers have been sent to Jamaica, *Denmark and Sweden*. Nearer home, one has gone to Margate, while two more are under construction for Plymouth, Devon, and Ross-shire, Scotland.

According to the firm, 75 per cent of the 38-footers produced so far have gone commercial fishing.

Prices are "competitive" because the firm produces fitted out craft at the rate of one every ten days.

Aqua-Star's versatile new 38 ft. Professional Fisherman — she will be used for commercial fishing in the winter and for angling trips in the summer.

WELL FITTED MINI-LINER

LONGLINING out of Great Yarmouth is a new island Plastics-based 24-footer fitted out by the Norfolk engineering firm of Goodchild and Pearce.

Named *Fulmar* and registered at Great Yarmouth, she is owned by Brent Pope of Aylmerton, Norfolk.

The standard GRP hull was fitted out using mahogany and she has an aft wheelhouse and forecastle fitted with two 6 ft. bunks. Her decks are of 19 mm ply sheathed with GRP and scuppers are cut into the hull.

Her Perkins 4-108 diesel engine is fitted below deck level and drives through a 2:1 reduction Velvet Drive gearbox by Borg-Warner.

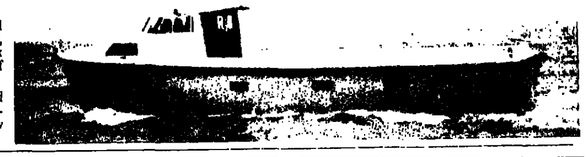
Fulmar is fitted with twin fuel tanks holding a total of 40 gallons and fish is stored in holds each side of the engine.

The boat has Morse Teleflex steering and wheelhouse aids include Seascan Mk. 3 radar, Modar ship-to-shore radio, Seafarer echo sounder and LW/MW radio. An "A" frame was fitted forward to carry deck lights and lifting gear.

The new Goodchild and Pearce yard at Ormesby, Norfolk, acts as Norfolk agent for Island Plastics of the Isle of Wight.

Next boat from the yard will be a GRP-hulled Versatility 30 fishing/rescue tow boat.

The Great Yarmouth-registered *Fulmar*.



Sou'Wester to join Dutch eel fleet

A DUTCHMAN who operates 14 eel boats has added an 18 ft. long Sou'Wester open craft to his fleet.

Mr. P. Geelhoed of Voorthuizen visited the Southampton Boat Show earlier this year to buy a boat, but failed to see the one he wanted.

A trip to the firm of "K" Cruisers Ltd. of Penryn Bridge Boat-haven, Falmouth, Cornwall, ended in him ordering the 18-footer which is to be powered by a Sabb diesel and be fitted with sails.

Whitby yard's first trawler

THE SMALL Jack Lowther yard, which has been operating in Whitby for 16 years, has taken a major step forward by working on its first trawler.

The vessel is an 18-ton general purpose boat more than 40 ft. long. The largest vessel previously built at the yard was a five ton, 34-footer.

A new road about 200 ft. long will have to be built to take the boat to the water for launching. A road bridge lies between the yard and the River Esk and it is impossible for the trawler to go through.

The new boat has a 15 ft. 6 in. beam, 6 ft. 3 in. draught and will be powered by a 136hp engine with a 42 in. propeller. She will have a wheelhouse, galley and four-berth accommodation aft, a tripod mast, seine/trawl winch, navigator, echo sounder and ship-to-shore wireless.

The boat is being built for a new company — Streonshalh Trawlers, formed by two Whitby fishermen, Mike Locker and his cousin Arnold Locker, who are selling their cobles.

Deckhand lost in gale

DECKHAND Christel Horst Blakeley (40) was washed overboard and lost from the small Grimsby anchor-seiner *Carlo* last week.

Carlo was riding out a Force 9 gale and blizzard on the West Bank, off the Danish coast, when Mr. Blakeley, a married man with two children, was lost.

Despite the appalling weather at least three vessels combed the scene for over six hours in a rescue bid. *Carlo* sailed from Grimsby last Friday, and was recalled after the incident.

Corrosion resistant hooks

IF YOU are accustomed to using tinned hooks for longlining or handlining mackerel, cod, pollack etc. and to having to replace them frequently on account of their corroding, you will be interested in some new hooks which are being made in France by Viellard Migeon and imported into the UK.

They are known as Perma-Plate hooks and the manufacturers claim that their new plating process enables them to withstand corrosive influences far longer than both tinned and stainless steel hooks.

When immersed in sea water, they say, the hooks will show no signs of being affected for 2,000 hours whereas stainless steel hooks will do so after 250 hours and tinned hooks after only 17 hours.

This suggests that they will withstand corrosion caused by electrolytic action for these lengths of time but will not necessarily withstand the combined effects of electrolysis, atmospheric corrosion and attack by fish juices for as long.

However they certainly sound worth trying, especially since they are considerably less expensive than Mustad's nickel hooks and stainless steel hooks, and are only slightly dearer than VMC tinned hooks.

Details of sizes and patterns available, and prices, are obtainable from the sole importers — Sundridge Tackle Ltd., 26 Marischal Road, Lewisham, London SE13 5LG (Tel. 01-318 1321).

Draw and draft nets

"ARE draw and draft nets made and worked in the same way as beach seine nets? If not, can you tell us what the difference is between them?"

■ I think that draw nets and beach seines are identical in the way that they are made and worked but that a draft net is a somewhat special kind of beach seine.

The former are made in various sizes and in various mesh sizes. They are used to capture a variety of species but the method of working them is the same.

The net is stowed in the stern of a small boat and a warp attached to one end of it is held by a man on the beach, while his mate rows round in a semi-circle before landing with a warp attached to the other end of the net further along the beach.

Both then haul away steadily to draw all fish gilled or encircled by the net on to the beach.

Draft nets, as used on the Dee in Cheshire and possibly elsewhere for catching salmon, are gill nets between 170 and 200 yards long — usually made of nylon nowadays.

The main body of a draft net, which has a bag in the middle of it, is made of 4in. mesh nylon twine 45 meshes deep and the wings or gales of 5in. mesh, 35 meshes deep. The top of the net is attached to a one inch circumference line with floats on it and the bottom to a leadline. A large float is secured to the top of the bag and draft ropes are attached to the wings of the net.

Draft nets are usually worked from sandbanks or bars in the estuary. Procedure is for one man to row out at right angles from a bar on either flood or ebb in a boat about 16ft. long and then turn and shoot the net with the stream. His mate meanwhile remains at the point of launching holding on to one draft rope.

When the boatman has shot the net, he rows as directly as possible in to the bar, paying out his draft rope. When he lands, he may be 100 yards or so away from his mate.

Having landed, he hauls in his wing-end of the net. And when he has done so, his mate starts to walk along the bar towards him until only a distance of about ten yards separates them.

Then both start hauling together, edging gradually towards each other as the net comes in. While hauling, care is taken to ensure that the float-marked bag is middled all the time.

John Burgess' Log

Winching system

"WE FISH salmon in the traditional way on the west coast of Scotland and, until recently, worked two clinker-built cobles under 25ft. long. We are now using a 30 x 9 x 3ft. GRP boat which weighs 3.54 tons.

"In the spring we have to drag it out of the boat shed at the top of the beach and launch it. During the summer it is kept on moorings in the bay. In the autumn it has to be hauled up the beach to be laid-up in the shed during the winter.

"The beach is composed of shingle varying from the size of grapefruit to gravel and depth of loose shingle at the top is about 8ft. It is much affected by swell, particularly in winter, and we cannot therefore construct a permanent slipway. Range of spring tides is 14ft.

"The boat shed is at the top of the beach. Its seaward doors open directly on to it and the landward doors are some 50ft. away from it. All doors open so that wires can be worked through the shed.

"To haul the boat out at the end of the season we lay a number of haulks, well greased with tallow, from the water's edge to the shed. We fix a heavy rope bridle around thole pins and thwarts and secure the ends to a steel snatch block hung outboard at the stern-head. We shackle a messenger wire to the ring of a 5 cwt. anchor buried outside the landward doors and lead the running part of the wire through the shed, down the beach, through the stem-head block and back through two more snatch blocks to a Land Rover on a track parallel to the shed.

"If the weather is dry, one Land Rover can then haul the boat up into the shed. But if it is wet and its wheels skid, an additional Land Rover and/or a hand winch have to be used to get it up the steepest part of the beach.

"A similar system is used for launching in the spring but this, too, puts immense strain on the gear. I am therefore trying to devise a better way of shifting the boat up and down the beach.

"I am no engineer but it seems to me that a winch, installed under cover in the landward end of the shed and powered by electricity (we have recently been connected to a main 240 volt single phase power line) or by two 9 hp diesels with which we previously generated our own power, would be the answer to the problem.

"Do you agree? If you do, will you please send me names and addresses of winch manufacturers who could give expert advice on the problem and quote for supplying a suitable winch?"

■ A winch of the type used to haul large beach boats out would undoubtedly solve your problem. But it would be an expensive solution to it.

Such winches are an economic proposition when they are used to haul boats out every day or so but to install one for use twice a year only would be something of a luxury.

I suggest that you get in touch with Tirfor Ltd., Halfway, Sheffield and find out whether one of their hauling devices would do the job. If it would, it would be an economical proposition as it could be used for other purposes when not required for shifting the boat.

If the biggest Tirfor hauler is not powerful enough for the job and you decide to install a winch, one or other of the following manufacturers in the north of England and Scotland are likely to be able to supply a suitable one.

A. F. Engineering (Scotland) Ltd., Seagate, Peterhead; Colts Engineering, Princes Way, Team Valley Estate, Gateshead, Tyne and Wear; The Carron Company, Falkirk; Dauntless Marine Engineering and Supply Co., Old Market Place, Banff; Mackay and Macleod Engineering, Evanton Industrial Estate, Evanton, Ross-shire; Northern Tool and Gear Co., John St. West, Arbroath; D. F. Sutherland and Son, Shore St., Lossiemouth.

Fluke net advice

"WE HAVE made a fair living for the last nine years by using our 80ft. boat mainly for lobstering. However catches have not been so good this summer and, as there are plenty of plaice on some grounds near here, we are thinking of trying our hand at netting them.

"The boat is fitted with a Ford D engine and 1:1 gearbox. What size and type of fluke net would it be best for us to use?"

■ I think that it would be a good idea to put this question to someone who can not only give you more expert advice on the matter than I can but will be involved in supplying the net. Then, if it does not turn out to fish as well as you hope, you will be able to demand expert assistance in making adjustments until it does.

I suggest that you write to Norman Ollerton, manager of the Marine Division of Bridport-Gundry Ltd., Tite Court, Bridport, Dorset.

He could give you the benefit of wide experience of making all sorts of nets for catching plaice and valuable information about the most profitable way to work them.

Wreck fishing

A NUMBER of inshore fishermen have become interested in the potential profitability of setting gill nets over and around wrecks for cod and other species likely to be found in their vicinity.

Interest has dwindled largely because it is as essential to have a sonar in a boat to be used for this method of fishing as it is a Decca Navigator.

However, Simrad has recently introduced a new sonar designed for use in inshore boats.

Called the Simrad SY sonar it consists basically of a display/control unit, a transceiver, and a hull unit. Echoes from targets are displayed on a 12 in. plan position indicator or screen and there are eight ranges from 75-1500 metres.

Output power is 1000 watts and frequency is 80 khz. One of Simrad's new ceramic transducers, stabilised and housed in a dome, forms an important part of the equipment.

The set also has a "memory" to facilitate detection of targets at long range and a filter to deal with reverberations and other unwanted noises.

It can be supplied with a 6 in. dry paper recorder and an external loudspeaker can be connected to the transceiver.

Further details obtainable from: Decca Radar Ltd., Decca House, Albert Embankment, London, SE11 or whichever of the company's sales and service depots is nearest to you.

ANY QUESTIONS?

■ **IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.**

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Inshore

£12,678: *Rosenborg:* Consol (Sk. N. P. Jensen), 280k, NS, 22 days.
£8,781: *Falkenborg,* Consol (Sk. J. Carson), 171k, NS, 19 days.
£7,967: *Lindenborg,* Consol (Sk. C. Thilm), 64k, NS, 22 days.
£690: *Carlo,* Jubilee (Sk. G. Hansen), 24k, NS, 7 days.

Pair trawlers

£15,555: *Lochearn,* £8,522, (Sk. M. Cox), 232k, and £7,034, *Searcher,* (Sk. D. Cox), 189k, both Sleight, NS, 17 days.

Gill-netters

£6,419: *Wardley,* Consol (Sk. E. Lose), 122k, NS, 8 days.
£6,697: *White Bank,* Consol (Sk. O. Christensen), 101k, NS, 6 days.

Belgian trawlers

£16,091: *Jean-Helene* (O 315), Hamling (Sk. J. Bassens), 253k, NS, 8 days.
£15,180: *Juhel* (O 198), Hamling (Sk. N. Hennaert), 257k, NS, 9 days.

FLEETWOOD

Iceland

£21,468: *Haffari,* Marr (Icelandic), 364k.

Homewater

£29,522: *Bressay Bank,* Boston (French), 902k.
£19,053: Boston *Stirling,* Boston (Sk. W. Bridge), 581k, 14 days.
£10,604: *Marrie Jacob,* Boston (Irish), 143k.
£8,672: *Admiral Hawke,* Hewett (Sk. H. Buckley), 304k, 15 days.
£4,200: *Lady Peta,* 109k.

Pair trawls

£27,246: *Armana,* £15,814, (Sk. J. Laird), 363k, and £11,432: *Navena,* (Sk. V. Dingle), 296k, both Marr, 15 days.

ABERDEEN

£26,600: *Grampian Warrior,* North Star (Sk. R. Catto), 697k, S, 14 days.
£12,856: *Grampian River,* North Star (Sk. M. Robertson), 329k, F, 15 days.
£12,562: *Ross Curlew,* BUT (Sk. R. Summers), 395k, S, 10 days.
£10,546: *Starwood,* J. Wood Group (Sk. J. Hird), 236k, F, 13 days.
£8,728: *Janwood.* J. Wood Group (Sk. J. Smith), 228k, F, 14 days.
£8,717: *Eridene,* Brucewood (Sk. C. Pook), 292k, WC, 12 days.

LOWESTOFT

£21,562: *St. Phillip,* East Coast (Sk. T. Martin), 466k, NS, 11 days.
£15,917: *Boston Sea Sprite,* Boston (Sk. J. Ord), 278k, NS, 12 days.
£15,879: *Suffolk Conqueror,* Hobsons (Sk. R. Fiske), 385k, NS, 13 days.
£14,826: *Boston Sea Knight,* Boston (Sk. J. Williams), 266k, NS, 11 days.
£14,721: *Huddersfield Town,* East Coast (Sk. J. Peek), 289k, NS, 12 days.
£14,190: *Gillingham,* East Coast (Sk. B. Bowler), 263k, NS, 13 days.

NORTH SHIELDS

£26,129: *Ben Strome,* Irvin (Sk. E. Longhorn), 59,712kg, NS, 5 days.
£18,088: *Ben Glas,* Irvin (Sk. S. Sheader), 25,815kg, NS, 11 days.
£13,213: *Ben Lora,* Irvin (Sk. R. Sheader), 32,725kg, NS, 6 days.

Under 80 ft.

£19,244: *Congener,* Irvin (Sk. A. Morse), 29,660kg, NS, 4 days.
£9,619: *Scarlet Cord III,* Irvin (Sk. G. Buchanan Jnr), 13,184kg, NS, 5 days.
£9,513: *Bishop Burton,* Newington (Sk. T. Fairley), 14,747kg, NS, 8 days.
£7,080: *Scarlet Thread II,* Irvin (Sk. T. Buchanan), 12,675kg, NS, 2 days.
£5,464: *Lindisfarne,* Irvin (Sk. J. Bailey), 11,315kg, NS, 2 days.

MILFORD HAVEN

£6,744: *Bryher,* Norrard, (Sk. A. James), 140k, 10 days.
£5,798: *Rosevear,* Norrard, (Sk. J. Manson), 109k, 6 days.
£5,200: *Norrard Star,* Norrard (Sk. J. Rogers), 81k, 8 days.
£2,791: *Arthur Harvey,* (Sk. F. Reynolds), 50k, 6 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; o cwt; kg kilo.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Westerly: *Ross Leopard, Ross Ouse, Ross Genet, Ross Lynx, Ross Tiger* and *Ross Jackal.* From Norway Coast: *Boston Halifax.*

HULL

No local deepsea vessels expected, but some Icelandic vessels may arrive.

PORT MARKETS

FRIDAY, DECEMBER 1
DUBLIN

A supply of over 1,000 boxes, mainly from Howth, Galway, Killybegs and Greencastle met a good demand. Prices *per lb:* lobster, £1/£3.50; prawns, 30p/90p; sole, £1.40; slips, 40p/45p; brill, 20p/30p; turbot, 20p/£1; dabs, 8p/10p; cod, 20p/24p; codling, 14p/18p; gutted whiting, 12p/20p; gutted haddock, 22p/26p; plaice, 12p/42p. Prices *per box:* round whiting, £10/£12.50; ray, £5/£26; mackerel, £7/£8; herring, £16/£20.

RYE (SUSSEX)

Nine boats landing. Prices *per stone:* whiting, £2; plaice, £4.30; mixed, £1.70; dabs, £2.20.

MONDAY, DECEMBER 4
GRIMSBY

Eight boats landed a poor supply of 2,740 kits, which met a good demand. Prices *per stone:* shelf cod, £5.60/£6.60; codlings, £4/£4.70; large haddock, £4.50/£5; medium, £4/£4.60; small, £3/£3.60; large plaice, £6.30/£6.70; medium, £6.40/£7; best small, £5.50/£7; large skinned dogfish, £8; medium, £5.50; saithe, £2.60/£3.70; rockfish, £2.90/£3.40; large lemon sole, £10; medium, £8.50.

HULL

1,325 kits from an Icelandic trawler. Price ranges *per 10st. kit,* heads on: cod, £37.50/£42.50 (average £36); codling, £38/£39.05 (£38.30); haddock, £41.50/£58 (£47.23); coley, £27/£32.50 (£30.63); bergylts, £25/£31.75 (£26.12); plaice, £48/£53.26 (£49.75); halibut, £76/£93 (£89); lemon sole, £75; rockfish, £27.50/£31.50 (£28.57); white ling, £25; blue ling, £23.50.

NORTH SHIELDS

Prices *per 40-kilo unit:* large cod, £36/£38.75; medium, £30.50/£33; small medium, £27.50/£29; selected small, £25/£27.50; small, £19/£23.25; medium haddock, £30/£31.50; selected small, £26/£30; small, £20/£21.75; selected whiting, £10/£14; small, £6/£8.50; medium lemon sole, £58/£60; small, £46/£49; medium plaice, £35/£36; small, £28; medium dogfish, £10/£14.50; small, £5.75/£6; small saithe (gutted), £20/£20.75; (round), £16.

MILFORD HAVEN

226 kits from two boats. Prices *per 8st. kit:* large cod, £39/£47; medium, £41; codling, £40; plaice, £64; medium, £50/£37; turbot, £140/£20.50; Dover sole, £178; tongues, £10; large ray, £47; small, £25; dogfish, £35/£42; plaice, £50; haddock, £35/40; coley, £30/£35; roker, £42/£60; whiting, £26.

ABERDEEN

225 tonnes from eight North Sea boats. Price *per cwt:* cod, £33.50/£40; large codling, £34/£41; medium, £27/£36.50; small, £23.50/£30.50; ling, £21.50/£25; mackerel, £8/£12; gutted saithe, £19/£22.40; round, £12/£15.60; large haddock, £36.50/£43.50; medium, £31.50/£47; small, £20/£36; whiting, £7.20/£22; squid, £25/£61; lemon sole, £25/£61; plaice, £32; skate, £12.50/£43; dogfish, £6/£25; megrim, £29.50/£37; monkfish, £35/£46; gurnard, £4/£6.40. Price *per stone:* halibut, £26.50.

LOWESTOFT

Prices *per 10st. kit:* whiting, £10/£12; cod, £35/£48; codling, £23/£38; large plaice, £42/£48; medium, £44/£63; small, £45/£51; large haddock, £43; £40/£44; small, £34/£42; large turbot, £185/£195; small, £105/£110; lemon sole, £55/£69; Dover sole, £220/£225; slips, £160/£176; brill, £55/£57; dabs, £26/£34; monkfish, £70; catfish, £24/£26; dogfish, £25/£40.

MACDUFF

120 boxes from three boats. Prices *per box:* medium and large codling, £25/£34.40; small haddock [illegible]40; round whiting, £11.60-£7[illegible] *per stone:* squid, £4.90/£5.92; kippers, £1.30; Canadian halibut, £1.38; scampi, £1.40/£4; lum saam, 45p; grey mullet, 43p; barbouni, 65p; wong far, 55p. *per lb:* fillets, plaice, £9.10; cod, £8; haddock, £8.20; squid, £4.90/£5.92; kippers, £7.50; *per stone.*

SCRABSTER

163 boxes from six boats. Price *per box:* plaice, £26/£42.60; lemon sole, £34/£51; codling, £9.60/£26.60; dabs, £11.60; skate, £11.40/£26.80; dogfish, £6.50/£7.80.

BUCKIE

220 boxes from seven boats. Prices *per stone:* large codling, £4.90; medium, £3; small, £2.70; medium haddock, £4; small, £3.60; round whiting, £1.30/£1.70; monkfish, £4.25; mixed lemon sole, £7.65; plaice, £4; best plaice, £4.20; small plaice, £2.50; witches, £2.80; large prawn tails, £26; small, £14; skate, £2.20; small hake, £2.50.

NEWLYN

Prices *per stone:* mackerel, price range from 80p to 50p, according to size; red mullet, £15; large whiting, £4; medium, £2.50; small, £2; dabs, £2.50; pollack, £3.80; large pouting, £1.80; small, £1.30; haddock, £6.50; large plaice, £5; medium, £4.80; small, £3.20; large lemon sole, £8; medium, £6.50; small, £5; gurnards, 50p; large Dover sole, £26; medium, £18; small, £13; squid, £7.60; large monkfish, £11.50; medium, £8.50; small, £5; large ray, £6; large medium, £3.80; small medium, £2.50; small, £1; ling, £3.20; large hake, £8; medium, £6.50; small, £3.50; large John Dory, £14; medium, £9; small, £5; large dogfish, £1.80; medium, £1.30; small, 80p. Price *per lb:* bass, £1.20.

BRIXHAM

Prices *per stone:* cod, £5.60; plaice, £6; large whiting, £3.80; small, £2; lemon sole, £10.50; large Dover sole, £18; medium, £23; slips, £11.50; best ray wings, £9; conger, £3.80; squid, £7.20; monkfish, £11; mackerel, £1.40; large dabs, £5.20; medium, £3. Price *per dozen:* escallops, £1.80.

FOLKESTONE

15 boats landing. Prices *per stone:* large cod, £4.25/£4.40; medium, £3.60/£4.05; codling, £2.40/£3.20; whiting, £1.60/£1.85; pouting, 75p/£1.20; monkfish, £9.15/£9.25; plaice, £6.25/£7; skate, £3/£3.55; herrings, £5.90/£6; pollack, £2.45/£2.65; dabs, £3.95; flounders, £3.10. Prices *per lb:* Dover soles, £1.45; slips, £1.05; mixed brill, 65p/70p; small turbot, 74p; lemon sole, 70p; cod roe, 53p; bass, £1/£1.05.

WEDNESDAY, DECEMBER 6
FRASERBURGH

Prices *per box:* large haddock, £33; medium, £26/£28; seed haddock, £19; large cod, £35/£38; medium, £26; small, £20/£25; whiting, £16/£17; roker, £18. Price *per stone:* dabs, £3; megrims, £3.80; witches, £2.50/£3.40; plaice, £4.40/£5.20; medium lemon sole, £7/£8.20. Price *per tonne:* (for meal) sprats, £35. Price *per cran:* (for human consumption) sprats, £12.

BILLINGSGATE

ON TUESDAY 244 tons were delivered. Average selling prices on merchants' stalls: soles, tongues, 50p/60p; slips, 65p/85p; medium, 90p/£2.10; large, £1.55/£1.85; eels, £1.25; foreign smoked salmon, £6 *per lb;* large turbot, £22.40/£23.80; medium, £15.40/£18.90; small, £9.80/£14; large brill, £8.40/£10.50; medium, £7/£8.40; small, £4.20/£5.60; Danish plaice: 11lb-2lb, £6/£6.50; large halibut, £25/£29.40; medium, £20.10/£24.50; small, £14/£19.60; selected lemon sole, £12/£14; large witches, £7.50/£8; small, £5.60/£6; headless home water cod, £7; fillets, shelf cod, £11/£12.50; hulk, £10/£11; bream, £10; codfish, £6/£7; haddock, £11.50/£13.50; home water haddock chats, £5.20/£5.30; kit, £5.20/£5.30; gibbers, £6.20/£6.30; jumbos, £6.70/£6.80; selected whiting, £2/£3; small English dogfish, £5/£7.50; large, £9/£10.50; mackerel, £2.60; fresh herrings, £6; London cured dry haddocks, £9.60; dry fillets, £11; golden cutlets, £9.60; filleted kippers, £8; selected kippers, £8; sprats, £2.40; monkfish (skinned), £9.50; bass, £22.40; grey mullet, £7.70; squid, £9; large roker, £10.70/£11.50; medium, £8.50/£10; small, £4.20/£5.50; red mullet, £22.40; large conger, £3.90/£4.70; small, £2.50/£3.50; *per stone.*

SHELLFISH

SELECTED lobsters, £3.50; unsorted, £2.60; crabs, over 3lb, 40p/60p; under 3lb, 20p/30p; small, unsorted, 10p/12p; prawns, 65p/£1, *per lb;* oysters, £15/£28; *per 100;* Scotch winkles, £17; Irish, £7.10; *per cwt;* mussels, Scots, £5.75; Irish, £6.25; *per bag.* shrimps, brown, £1/£1.60; English cockles, £2/£2.20; *per gallon.*

FROZEN FISH

ATLANTIC salmon, £1.30; Canadian halibut, £1.38; scampi, £1.40/£4; lum saam, 45p; grey mullet, 43p; barbouni, 65p; wong far, 55p. *per lb;* fillets, plaice, £9.10; cod, £8; haddock, £8.20; squid, £4.90/£5.92; kippers, £7.50; *per stone.*

Corrosion resistant hooks

IF YOU are accustomed to using tinned hooks for longlining or handlining mackerel, cod, pollack etc. and to having to replace them frequently on account of their corroding, you will be interested in some new hooks which are being made in France by Viellard Migeon and imported into the UK.

They are known as Perma-Plate hooks and the manufacturers claim that their new plating process enables them to withstand corrosive influences far longer than both tinned and stainless steel hooks.

When immersed in sea water, they say, the hooks will show no signs of being affected for 2,000 hours whereas stainless steel hooks will do so after 250 hours and tinned hooks after only 17 hours.

This suggests that they will withstand corrosion caused by electrolytic action for these lengths of time but will not necessarily withstand the combined effects of electrolysis, atmospheric corrosion and attack by fish juices for as long.

However they certainly sound worth trying, especially since they are considerably less expensive than Mustad's nickel hooks and stainless steel hooks, and are only slightly dearer than VMC tinned hooks.

Details of sizes and patterns available, and prices, are obtainable from the sole importers — Sundridge Tackle Ltd., 26 Marischal Road, Lewisham, London SE13 5LG (Tel. 01-318 1321).

Draw and draft nets

"ARE draw and draft nets made and worked in the same way as beach seine nets? If not, can you tell us what the difference is between them?"

■ I think that draw nets and beach seines are identical in the way that they are made and worked but that a draft net is a somewhat special kind of beach seine.

The former are made in various sizes and in various mesh sizes. They are used to capture a variety of species but the method of working them is the same.

The net is stowed in the stern of a small boat and a warp attached to one end of it is held by a man on the beach, while his mate rows round in a semi-circle before landing with a warp attached to the other end of the net further along the beach.

Both then haul away steadily to draw all fish gilled or encircled by the net on to the beach.

Draft nets, as used on the Dee in Cheshire and possibly elsewhere for catching salmon, are gill nets between 170 and 200 yards long — usually made of nylon nowadays.

The main body of a draft net, which has a bag in the middle of it, is made of 4in. mesh nylon twine 46 meshes deep and the wings or gales of 6in. mesh, 35 meshes deep. The top of the net is attached to a one inch circumference line with floats on it and the bottom to a leadline. A large float is secured to the top of the bag and draft ropes are attached to the wings of the net.

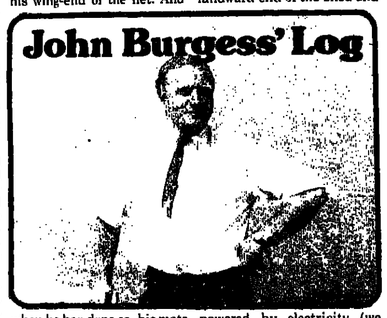
Draft nets are usually worked from sandbanks or bars in the estuary. Procedure is for one man to row out at right angles from a bar on either flood or ebb in a boat about 16ft. long and then turn and shoot the net with the stream. His mate meanwhile remains at the point of launching holding on to one draft rope.

When the boatman has shot the net, he rows as directly as possible in to the bar, paying out his draft rope. When he lands, he may be 100 yards or so away from his mate.

Having landed, he hauls in his wing-end of the net. And when he has done so, his mate starts to walk along the bar towards him until only a distance of about ten yards separates them.

Then both start hauling together, edging gradually towards each other as the net comes in. While hauling, care is taken to ensure that the float-marked bag is middled all the time.

John Burgess' Log



Winching system

"WE FISH salmon in the traditional way on the west coast of Scotland and, until recently, worked two clinker-built cobles under 25ft. long. We are now using a 30 x 9 x 3ft. GRP boat which weighs 3.54 tons.

"In the spring we have to drag it out of the boat shed at the top of the beach and launch it. During the summer it is kept on moorings in the bay. In the autumn it has to be hauled up the beach to be laid-up in the shed during the winter.

"The beach is composed of shingle varying from the size of grapefruit to gravel and depth of loose shingle at the top is about 8ft. It is much affected by swell, particularly in winter, and we cannot therefore construct a permanent slipway. Range of spring tides is 14ft.

"The boat shed is at the top of the beach. Its seaward doors open directly on to it and the landward doors are some 50ft. away from it. All doors open so that wires can be worked through the shed.

"To haul the boat out at the end of the season we lay a number of baulks, well greased with tallow, from the water's edge to the shed. We fix a heavy rope bridle around thole pins and thwarts and secure the ends to a steel snatch block hung outboard at the stem-head. We shackle a messenger wire to the ring of a 5 cwt. anchor buried outside the landward doors and lead the running part of the wire through the shed, down the beach, through the stem-head block and back through two more snatch blocks to a Land Rover on a track parallel to the shed.

"If the weather is dry, one Land Rover can then haul the boat up into the shed. But if it is wet and its wheels skid, an additional Land Rover and/or a hand winch have to be used to get it up the steepest part of the beach.

"A similar system is used for launching in the spring but this, too, puts immense strain on the gear. I am therefore trying to devise a better way of shifting the boat up and down the beach.

"I am no engineer but it seems to me that a winch, installed under cover in the landward end of the shed and powered by electricity (we have recently been connected to a main 240 volt single phase power line) or by two 9 hp diesels with which we previously generated our own power, would be the answer to the problem.

"Do you agree? If you do, will you please send me names and addresses of winch manufacturers who could give expert advice on the problem and quote for supplying a suitable winch?"

■ A winch of the type used to haul large beach boats out would undoubtedly solve your problem. But it would be an expensive solution to it.

Such winches are an economic proposition when they are used to haul boats out every day or so but to install one for use twice a year only would be something of a luxury.

I suggest that you get in touch with Tirfor Ltd., Halfway, Sheffield and find out whether one of their hauling devices would do the job. If it would, it would be an economical proposition as it could be used for other purposes when not required for shifting the boat.

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A. F. Engineering (Scotland) Ltd., Seagate, Peterhead; Colts Engineering, Princes Way, Team Valley Estate, Gateshead, Tyne and Wear; The Carron Company, Falkirk; Dauntless Marine Engineering and Supply Co., Old Market Place, Banff; Mackay and Macleod Engineering, Evanton Industrial Estate, Evanton, Ross-shire; Northern Tool and Gear Co., John St. West, Arbroath; D. F. Sutherland and Son, Shore St., Lossiemouth.

Fluke net advice

"WE HAVE made a fair living for the last nine years by using our 30ft. boat mainly for lobstering. However catches have not been so good this summer and, as there are plenty of plaice on some grounds near here, we are thinking of trying our hand at netting them.

"The boat is fitted with a Ford D engine and 1:1 gearbox. What size and type of fluke net would it be best for us to use?"

■ I think that it would be a good idea to put this question to someone who can not only give you more expert advice on the matter than I can but will be involved in supplying the net. Then, if it does not turn out to fish as well as you hope, you will be able to demand expert assistance in making adjustments until it does.

I suggest that you write to Norman Ollerton, manager of the Marine Division of Bridport-Gundry Ltd., The Court, Bridport, Dorset.

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Wreck fishing

A NUMBER of inshore fishermen have become interested in the potential profitability of setting gill nets over and around wrecks for cod and other species likely to be found in their vicinity.

Interest has dwindled largely because it is as essential to have a sonar in a boat to be used for this method of fishing as it is a Decca Navigator.

However, Simrad has recently introduced a new sonar designed for use in inshore boats.

Called the Simrad ST sonar it consists basically of a display/control unit, a transceiver, and a hull unit. Echoes from targets are displayed on a 12 in. plan position indicator or screen and there are eight ranges from 75-1500 metres.

Output power is 1000 watts and frequency is 80 khz. One of Simrad's new ceramic transducers, stabilised and housed in a dome, forms an important part of the equipment.

The set also has a "memory" to facilitate detection of targets at long range and a filter to deal with reverberations and other unwanted noises.

It can be supplied with a 6 in. dry paper recorder and an external loudspeaker can be connected to the transceiver.

Further details obtainable from: Decca Radar Ltd., Decca House, Albert Embankment, London, SE11 or whichever of the company's sales and service depots is nearest to you.

ANY QUESTIONS?

■ **IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.**

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Seiners

£12,678: *Rosenborg*; Consol (Sk. N. P. Jensen), 280k, NS, 22 days.
£8,781: *Falkenborg*, Consol (Sk. J. Carson), 171k, NS, 19 days.
£7,967: *Lindenborg*, Consol (Sk. C. Thilm), 64k, NS, 22 days.
£690: *Carlo*, Jubilee (Sk. G. Hansen), 24k, NS, 7 days.

Pair teams

£15,556: *Lochearn*, £8,522, (Sk. M. Cox), 232k, and £7,034, *Searcher*, (Sk. D. Cox), 189k, both Sleight, NS, 17 days.

Gill-netters

£7,419: *Wardley*, Consol (Sk. E. Lose), 122k, NS, 8 days.
£5,897: *White Bank*, Consol (Sk. O. Christensen), 101k, NS, 6 days.

Belgian trawlers

£16,091: *Jean-Helene* (O 315), Hamling (Sk. J. Bassens), 253k, NS, 8 days.
£15,180: *Juhel* (O 198), Hamling (Sk. N. Hennaert), 257k, NS, 9 days.

FLEETWOOD

Iceland

£21,468: *Haffari*, Marr (Icelandic), 564k.

Homewater

£29,522: *Bressay Bank*, Boston (French), 902k.
£19,053: *Boston Stirling*, Boston (Sk. W. Bridge), 581k, 14 days.
£10,604: *Marrie Jacob*, Boston (Irish), 143k.
£8,672: *Admiral Hawke*, Hewett (Sk. H. Buckley), 304k, 15 days.
£4,200: *Lady Peta*, 109k.

Pair teams

£27,246: *Armana*, £15,814, (Sk. J. Laird), 363k, and £11,432: *Navena*, (Sk. V. Dingle), 296k, both Marr, 15 days.

ABERDEEN

£26,600: *Grampian Warrior*, North Star (Sk. R. Catto), 697k, S, 14 days.
£12,856: *Grampian River*, North Star (Sk. M. Robertson), 329k, F, 15 days.
£12,562: *Ross Curlew*, BUT (Sk. R. Summers), 395k, S, 10 days.
£10,546: *Starwood*, J. Wood Group (Sk. J. Hird), 236k, F, 13 days.
£8,728: *Janwood*. J. Wood Group (Sk. J. Smith), 228k, F, 14 days.
£8,717: *Eridene*, Brucewood (Sk. C. Pook), 292k, WC, 12 days.

LOWESTOFT

£21,562: *St. Phillip*, East Coast (Sk. T. Martin), 466k, NS, 11 days.
£15,917: *Boston Sea Sprite*, Boston (Sk. J. Ord), 278k, NS, 12 days.
£15,879: *Suffolk Conqueror*, Hobsons (Sk. R. Fiske), 385k, NS, 13 days.
£14,826: *Boston Sea Knight*, Boston (Sk. J. Williams), 266k, NS, 11 days.
£14,721: *Huddersfield Town*, East Coast (Sk. J. Peek), 289k, NS, 12 days.
£14,190: *Gillingham*, East Coast (Sk. B. Bowler), 263k, NS, 13 days.

NORTH SHIELDS

£26,129: *Ben Strome*, Irvin (Sk. E. Longhorn), 59,712kg, NS, 5 days.
£18,088: *Ben Glas*, Irvin (Sk. S. Sheader), 26,815kg, NS, 11 days.
£13,213: *Ben Lora*, Irvin (Sk. R. Sheader), 32,725kg, NS, 6 days.

Under 80 ft.

£19,244: *Congener*, Irvin (Sk. A. Morse), 29,650kg, NS, 4 days.
£9,619: *Scarlet Cord III*, Irvin (Sk. G. Buchanan Jnr), 13,184kg, NS, 5 days.
£9,513: *Bishop Burton*, Newington (Sk. T. Fairley), 14,747kg, NS, 8 days.
£7,080: *Scarlet Thread II*, Irvin (Sk. T. Buchanan), 12,675kg, NS, 2 days.
£5,464: *Lindisfarne*, Irvin (Sk. J. Bailey), 11,315kg, NS, 2 days.

MILFORD HAVEN

£6,744: *Bryher*, Norrard, (Sk. A. James), 140k, 10 days.
£5,798: *Rosevear*, Norrard, (Sk. J. Manson), 109k, 6 days.
£5,200: *Norrard Star*, Norrard (Sk. J. Rogers), 81k, 8 days.
£2,791: *Arthur Harvey*, (Sk. F. Reynolds), 50k, 6 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Westerly: *Ross Leopard*, *Ross Ciot*, *Ross Genet*, *Ross Lynx*, *Ross Tiger* and *Ross Jackal*. From Norway Coast: *Boston Halifax*.

HULL

No local deepsea vessels expected, but some Icelandic vessels may arrive.

PORT MARKETS

FRIDAY, DECEMBER 1
DUBLIN

A supply of over 1,000 boxes, mainly from Howth, Galway, Killybegs and Greencastle met a good demand. Prices *per lb*: lobster, £1/£3.60; prawns, 30p/90p; sole, £1.40; slips, 40p/45p; brill, 20p/30p; turbot, 20p/£1; dabs, 8p/10p; cod, 20p/24p; codling, 14p/18p; gutted whiting, 12p/20p; gutted haddock, 22p/26p; plaice, 12p/42p. Prices *per box*: round whiting, £10/£12.50; ray, £5/£26; mackerel, £7/£8; herring, £16/£20.

RYE (SUSSEX)

Nine boats landing. Prices *per stone*: whiting, £2; plaice, £4.30; mixed, £1.70; dabs, £2.20.

MONDAY, DECEMBER 4
GRIMSBY

Eight boats landed a poor supply of 2,7 ton kits, which met a good demand. Prices *per stone*: shelf cod, £5.60/£6.60; codlings, £4/£4.70; large haddock, £4.50/£6; medium, £4/£4.60; small, £3/£3.60; large plaice, £6.30/£6.70; medium, £6.40/£7; best small, £5.60/£7; large skinned dogfish, £8; medium, £5.50; saithe, £2.60/£3.70; rockfish, £2.90/£3.40; large lemon sole, £10; medium, £8.50.

HULL

1,325 kits from an Icelandic trawler. Price ranges *per 10st. kit*, heads on: cod, £37.50/£42.50 (average £38); codling, £38/£39.06 (£38.30); haddock, £41.50/£58 (£47.23); coley, £27/£32.50 (£30.63); bergylta, £25/£31.75 (£26.12); plaice, £48/£63.25 (£49.75); halibut, £76/£93 (£88); lemon sole, £76; rockfish, £27.50/£31.50 (£28.57); white ling, £25; blue ling, £23.50.

NORTH SHIELDS

Prices *per 40-kilo unit*: large cod, £36/£38.75; medium, £30.50/£33; small medium, £27.50/£29; selected small, £25/£27.50; small, £19/£23.25; medium haddock, £30/£31.50; selected small, £26/£30; small, £20/£21.75; selected whiting, £10/£14; small, £6/£6.50; medium lemon sole, £58/£60; small, £46/£49; medium plaice, £35/£36; small, £28; medium dogfish, £10/£14.50; small, £5.75/£6; small saithe (gutted), £20/£20.75; (round), £16.

MILFORD HAVEN

226 kits from two boats. Prices *per 8st. kit*: large cod, £39/£40; medium, £41; codling, £40; large plaice, £54; medium, £50; small, £37; turbot, £140; whiting, £20.50; Dover sole, £201; slips, £176; tongues, £100; brill, £61; large ray, £47; medium, £25; small, £25; dogfish, £12.

TUESDAY DECEMBER 5
FLEETWOOD

Prices *per 10st. kit*: codling, £35/£42; plaice, £50; haddock, £35/40; coley, £30/£35; roker, £42/£50; whiting, £26.

ABERDEEN

225 tonnes from eight North Sea boats. Price *per cwt*: cod, £33.50/£40; large codling, £34/£41; medium, £27/£36.50; small, £23.50/£30.50; ling, £21.50/£25; mackerel, £8/£12; gutted saithe, £19/£22.40; round, £12/£15.60; large haddock, £36.50/£43.50; medium, £31.50/£47; small, £20/£36; whiting, £7.20/£22; squid, £25/£61; lemon sole, £25/£61; plaice, £32; skate, £12.50/£43; dogfish, £6/£25; megrim, £29.50/£37; monkfish, £35/£46; gurnard, £4/£6.40. Price *per stone*: halibut, £28.50.

LOWESTOFT

Prices *per 10st. kit*: whiting, £10/£12; cod, £36/£48; codling, £23/£38; large plaice, £42/£48; medium, £44/£53; small, £45/£51; large haddock, £43; small, £20/£23; large roker, £40/£44; small, £34/£42; large turbot, £185/£195; small, £105/£110; lemon sole, £55/£68; Dover sole, £220/£225; slips, £160/£176; brill, £55/£57; dabs, £26/£34; monkfish, £70; catfish, £24/£26; dogfish, £25/£40.

MACDUFF

120 boxes from three boats. Prices *per box*: medium and large codling, £26/£34.40; small haddock, £24.40; round whiting, £11.80. Price *per stone*: squid, £7.40.

PETERHEAD

1,341 boxes from six boats. Price *per stone*: cod and large codling, £5.20/£6.70; medium, £5/£5.50; small, £3.90/£4.40; gutted whiting, £2.40/£2.70; round, £2.10/£2.30; monkfish, £6.30/£6.50; dogfish, £1.70/£1.90; coalfish, £3/£3.20; squid, £7/£8. Price *per box*: large haddock, £38/£41.50; medium, £33/£37; small, £29.60/£32.50; round, £22/£27.

SCRABSTER

163 boxes from six boats. Price *per box*: plaice, £26/£42.80; lemon sole, £34/£51; codling, £9.60/£26.60; dabs, £11.60; skate, £11.40/£26.80; dogfish, £6.50/£7.80.

BUCKIE

229 boxes from seven boats. Prices *per stone*: large codling, £4.60; medium, £3; small, £2.70; medium haddock, £4; small, £3.80; round whiting, £1.30/£1.70; monkfish, £4.25; mixed lemon sole, £7.65; plaice, £4; best plaice, £4.20; small plaice, £2.50; witches, £2.80; large prawn tails, £26; small, £14; skate, £2.20; small hake, £2.50.

NEWLYN

Prices *per stone*: mackerel, price range from 90p to 50p, according to size; red mullet, £15; large whiting, £4; medium, £2.50; small, £2; dabs, £2.50; pollack, £3.80; large pouting, £1.80; small, £1.30; haddock, £6.50; large plaice, £5; medium, £4.80; small, £3.20; large lemon sole, £8; medium, £6.50; small, £3; gurnards, 50p; large Dover sole, £26; medium, £18; small, £13; squid, £7.50; large monkfish, £11.50; medium, £8.50; small, £5; large ray, £6; large medium, £3.80; small medium, £2.50; small, £1; ling, £3.20; large hake, £8; medium, £6.50; small, £3.50; large John Dory, £14; medium, £9; small, £5; large dogfish, £1.80; medium, £1.30; small, 80p. Price *per lb*: bass, £1.20.

BRIXHAM

Prices *per stone*: cod, £5.60; plaice, £6; large whiting, £3.80; small, £2; lemon sole, £10.50; large Dover sole, £18; medium, £23; slips, £11.50; best ray wings, £9; conger, £3.80; squid, £7.20; monkfish, £11; mackerel, £1.40; large dabs, £5.20; medium, £3. Price *per dozen*: escallops, £1.80.

FOLKESTONE

15 boats landing. Prices *per stone*: large cod, £4.25/£4.40; medium, £3.60/£4.05; codling, £2.40/£3.20; whiting, £1.60/£1.85; pouting, 75p/£1.20; monkfish, £9.15/£9.25; plaice, £6.25/£7; skate, £3/£3.65; herrings, £5.90/£6; pollack, £2.45/£2.65; dabs, £3.95; flounders, £3.10. Prices *per lb*: Dover soles, £1.45; slips, £1.05; mixed brill, 65p/70p; small turbot, 74p; lemon sole, 70p; cod roe, 53p; bass, £1/£1.05.

WEDNESDAY, DECEMBER 6
FRASERBURGH

Prices *per box*: large haddock, £33; medium, £26/£28; seed haddock, £19; large cod, £33/£38; medium, £28; small, £20/£25; whiting, £16/£17; roker, £18. Price *per stone*: dabs, £3; megrims, £4.80; witches, £2.50/£3.40; plaice, £4.40/£5.20; medium lemon sole, £7/£8.20. Price *per tonne*: (for meal) sprats, £45. Price *per cran*: (for human consumption) sprats, £12.

BILLINGSGATE

ON TUESDAY 244 tons were delivered. Average selling prices on merchants' stalls: soles, tongues, 54p/60p; slips, 65p/85p; medium, 90p/£2.10; large, £1.65/£1.85; eels, £1.25; foreign smoked salmon, £3 *per lb*; large turbot, £22.40/£23.80; medium, £15.40/£18.90; small, £9.80 £14; large brill, £8.40/£10.50; medium, £7/£8.40; small, £4.20/£5.60; Danish plaice: 11lb-24lb, £6 or £8.50; large halibut, £25/£29, £29/£36; medium, £20.10/£26.40, small, £14/£19.60, selected lemon sole, £12 £14, large witches, £7.50 £8; small, £5.60/£6; headless home water cod, £7; fillets, shelf cod, £11 £12.50; bulk, £10 £11, bream, £10; coalfish, £6/£7; haddock, £11.50/£13.50; home water haddock chats, £5.20/£5.30; kit, £5.20/£5.30; gibbers, £6.20/£6.30; jumbos, £6.70/£6.80; selected whiting, £2/£3; small English dogfish, £5/£7.50; large, £9/£10.50; mackerel, £2.60; fresh herrings, £6; London cured dry haddocks, £9.60; dry fillets, £11; golden cutlets, £9.60; filleted kippers, £8; selected kippers, £8; sprats, £2.40; monkfish (skinned), £9.50; bass, £22.40; grey mullet, £7.70; squid, £9; large raker, £10.70 £11.50; medium, £8.50/£10; small, £4.20/£5.50; red mullet, £22.40; large conger, £9.80/£14.70; small, £2.60/£3.50 *per stone*.

SHELLFISH

SELECTED lobster, £4.50; unsorted, £2.60, crabs, over 3lb, 40p 60p; under 4lb, 25p 50p, small, unsorted, 10p 12p, prawns, 65p £1 *per lb*, cockles, £15 £28 *per bag*; Scotch winkles, £17. Irish, £17.10 *per cwt*, mussels, Scots, £5.75; Irish, £6.25; *per bag*; shrimps, brown, £1/£1.60; English cockles, £2/£2.30; *per gallon*.

FROZEN FISH

ATLANTIC salmon, £1.30; Canadian halibut, £1.38; scampi, £1.40/£4; hun saum, 45p; grey mullet, 43p; barbouni, 66p; wong for, 65p; *per lb*; fillets, plaice, £9.10; cod, £8; haddock, £8.20; squid, £4.90/£5.32; kippers, £7.50; *per stone*.

'DANNE' SAILS FOR OBAN —first fishing boat from inland yard

A FIRM built up by converting fishing vessels into yachts has turned full circle. On Thursday last week the yard saw its first trawler completion sail away to Scotland.

Bryce-Waterhouse Marine of Diglis, Worcestershire, has fitted out the trawler/potter *Danne* (OB 306) which is based on Cygnus Marine's GM32 hull.

The firm calls the boat the BWM 32.

Seven years ago the firm started converting Scottish MFVs of around 65 ft. into trawler-yachts and these were completed at the rate of one a year at its riverside yard.

When the supply of secondhand vessels became difficult the firm's boss, Chris George, went to Cygnus Marine in Cornwall to standardise on GRP hulls.

Soon, fishermen were going to the firm to have boats built and *Danne* is the first of the new line, to be followed by a 37-footer later this month. This second boat is for Falmouth, Cornwall, owners.

The Scottish 32-footer will be based at Oban, on the west coast, and she will fish prawns, white fish and shellfish for her owner under Skipper Douglas Gerrie.

Danne has a blue hull and white superstructure. The firm's yacht experience comes out in the interior finish, as both the wooden wheelhouse and forward accommodation are lined and insulated. There are two bunks plus a toilet.

She is to be fitted with a Morris ½-ton winch at her home port and, already installed, are a stern gantry, Wagner two-station hand-hydraulic steering, Decca 050 radar, 'Sailor' RT144B radio and Simrad EY sounder. The main engine is a Thornycroft type 345 developing 100 bhp.

The yard offers to fit out the 32 ft. Cygnus GRP hull to a standard specification for £16,995, with hydraulics and electronics costing extra.

Danne. Bryce-Waterhouse Marine has fitted out the BWM 32 boat. She is the firm's first trawler completion and will fish from Oban under Skipper Douglas Gerrie.

NO LINK-UP

From page two

Minister, John Silkin, on his work for fishermen — "the only man who has ever championed the cause of the fishing industry" — and said talk of a sell-out stuck in his throat.

"We were sold out," he told the floor, "before Mr. Silkin got there, so that if they enact the treaty of 1982 it is a beaches situation."

There was laughter when he spoke of his recent comments to Conservative leader, Margaret Thatcher, about the CFP and said he told her: "The people who sent me here to talk to you will hang me out to dry if I talk about 12 miles. I was there to talk about 50 and some more fish."

Fred Parkes, vice-chairman, reporting on the recent return visit to Denmark, said he felt there was a real possibility outside the EEC that the Danes would consider the one-net rule if Britain eased a couple of degrees on the pout box.

He said there was a danger that, if we did not allow them some industrial fish, then we would probably find them putting in a tremendous effort on plaice.

On new preferential areas, Fred Parkes said he would like to see the line which ended at Mablethorpe extended much further south where there was plenty of good fishing.

Andrew Palfreman, chief executive, reported that the NFFO had established good relations with Norwegian authorities through the Norwegian fisheries councillor at the Norwegian Embassy. Additionally, there were on-going discussions with the White Fish Authority over its policy on restricted improvement grants on imported tonnage (of special importance to Grimsby where the small boat fleets had to be built up to off-set the loss of the distant water trawler fleets) and on the WFA rate replacement criteria for qualification grants for new vessels, which worked against share fishermen.

One suggestion from the floor was that quotas should be worked out on a three-monthly basis to prevent fisheries from suddenly being closed, as had happened with haddock.

There then followed a very long debate on whether Andrew Palfreman, on the instruction from the board, should continue his watching brief on the National Sea Fisheries Training Committee and attend further meetings. Certain members expressed concern over involvement with trade unions and, eventually, it was decided to ballot members.

Murdo Macinnes agreed to draw up a paper stating the advantages of continuing with the SFTC and Fred Normandale agreed to present one stating the disadvantages.

Port secretaries would circulate the papers and the ballot would be decided on a port basis.

A Northumberland contingent spoke out strongly against proposed measures to increase the carapace length of lobsters to 85mm. "Enough is enough, or they'll (the scientists) never stop until we get a 4lb. lobster," said one disgruntled fisherman.

After discussing the financial statement the meeting concluded with an agreement that the 1979 AGM should be held on April 7 at Hartlepool.

Official and Classified ADVERTISEMENTS

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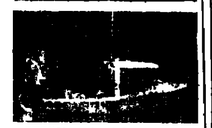

STERN trawler, 30ft. x 11ft. x 3ft., VHF radio, Seasercite sounder etc. £5,500 ono. Telephone: Wisbeck 2107 after 6 p.m.

FORGE aluminum workboat hulls and super-structure 30ft. x 10ft. 6in and 35ft. x 12ft., hull plating of marine grade aluminium N8S, includes engine bearers, rudder, mooring bollards, Sampson post. Elstead Forge Ltd., Mill Lane, Alton, Hants. telephone. 0420 82577.

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40ft. SEA ANGLING BOAT with 120hp Ford diesel, fully equipped with modern fish-finding aids, radio, Decca Navigator and full safety equipment for 12 anglers and two crew. £17,250. G.17.
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40ft. MFV STERN TRAWLER, steel, 1978, stern gantry and ramp, 1½ ton Spencer Cerlat winch, forward wheelhouse, derrick, two berths. Cummins 180hp diesel. Equipment includes Concord 5975h travel. Lying north esk £50,000 G.7.
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40ft. STEEL SIDE/BEAM TRAWLER, 1968, Thornycroft 135hp diesel. Ford 40 ovr. 3 ton winch, steel gantry. Fishfinder and Decca Navigator on hire 78 Beaufort 4 man raft. Accommodation for 4. Lying Kent. £42,500. G.3.

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MOTOR Fishing Vessel "Scarlet Cord", built 1959, registered length 69.2ft., 48.8 net and gross tonnage, 230hp Gardner 3:1 reduction, power lock and hydraulic steering. Boat's property radar, Krupp Atlas sounder, Furuno fish loop, Kelvin Hughes VHF radio. Boat meantime fishing, can be seen by appointment at Portavogie. Telephone: Portavogie 523.

36ft. x 11ft. x 3ft.6in., GRP, Neil Watson of Wicklow 1974, forward wheelhouse, 146hp CAV, 10 knots cruising, Decca 080 radar, Seavoice VHF, Furuno FE.500, four man liferaft, capstan winch, Morse steering and controls. Decca Mk21 on hire. £15,000 ono. Telephone: Guernsey 64415.

CRABBER 28ft. x 10ft. x 4ft., built James & Cuddy, Weymouth. Capstan, Lister 30hp., sounder, aft wheelhouse, mizzen, seen working. Telephone: Weymouth 74238 evenings.

MFV "Ghurka Brigad" (BM78), 55ft. x 20ft. x 11ft. 6in., with 10 ton open vivaur well, built oak on oak 1957 in France, 216hp Baudouin V6 engine 5:1 reduction, hydraulic steering. Boat's property Furuno Mk2 sounder, Decca Super 101 radar, 144 Sailor VHF., Redifon GR 495 radio telephone, 144 Sailor watch keeper receiver, liferaft radio, all safety equipment replaced 1976 to WFA standards. Lister 21hp capstan pot hauler. On hire Decca Mk21 and liferaft. £29,000 ono. Telephone: Dartmouth 2097.

OFFERS are invited for MFV "Danbrit" (GY.45). Built of wood by Faaborg, Denmark in 1942. Overall length 57.2ft., depth 7.5ft., breadth 16.5ft., gross tonnage 36.82. Reconditioned Cummins 250hp engine installed 1978, Twin Disc gearbox 4½:1 reduction, Skagen trawl winch. Hired equipment Decca Navigator Mk21, Sailor R/T and VHF. The vessel may be inspected in Grimsby Docks by arrangement with Mr. C. S. McFarlane of 144 Brereton Avenue, Cleethorpes, telephone: Grimsby (0472) 44721 or 52242.

HALMATIC potter / trawler, 36ft. x 12ft. 10in. x 4ft., forward wheelhouse, large open deck, small fish-hold, Perkins C154 3:1 reduction, two ton split hydraulic winch, Lebus spooling, auto pilot, Kelvin Hughes MS39 sounder, Sailor VHF, cooker, sink, four berth, gantry aft., half ton pot hauler, Wills-Ridley hydraulic steering, WFA grant transferable. Fishing from North Wales. £22,000 or consider part exchange for larger vessel under 25 tons. Telephone: Llangefni (0248) 723579.

55ft. x 18ft. x 6ft., ex. seine net., K4 engine, VHF., full inventory, recently surveyed, berthed in North East. £7,000. Would consider exchange for smaller boat. Telephone: Sunderland 284556.

38ft. (x 34.7ft.) x 13.3ft. x 5.5ft. stern trawler, 1956 France, oak on oak, Baudouin DNK 4 1.25:1 air start, auxiliary compressor, very good condition throughout, full details telephone: Fleetwood 3530.

22ft. GRP fishing boat, 12hp Sabb diesel with VP prop., runs 80 hours, would sell engine separate. First offer £1,850 secures. Telephone: Newtonhill 30633.

FOR SALE BY PRIVATE BARGAIN

(Subject to Herring Industry Board approving the purchasers taking over the outstanding grant and loan obligations)

MFV "BRENELINE" (FR.234)

This most successful fishing vessel is built of steel and completed by J & G Forbes & Co., Sandhaven, nr. Fraserburgh in 1977 — suitable for purse seining, pair trawling or single trawling.

Overall length 85.6ft. Registered length 78.9ft.
Breadth 23.06ft. Depth 8.6ft.
Tonnage gross and Nett 78.47 tons.

Main engine Mirrlees Blackstone type EWSL developing 760BHP at 900rpm. Liesen ACG 54/450 main engine gearbox, four bladed Kaan manganese bronze propeller/Kort Nozzle. Forward and gearbox is a multi-take off Karmoy gearbox with a Frama clutch and bobbin piece before the gearbox. Tenford type H115 E8G hydraulic steering gear.

AUXILIARIES One Gardner 8LXB — One Gardner 4LW.
OTHER EQUIPMENT Karmoy fish pump — Karmoy hydraulic 22 ton purse seine — trawl winch — Karmoy hydraulic boom swinger — Karmoy hydraulic topping lift — Karmoy hydraulic anchor windlass — Bjorshol hydraulic triple power block — Bjorshol hydraulic net transporter — One 105BHP bow thruster — One 105BHP stern thruster.
ELECTRICAL SUPPLIES AC415V-30, 3 wire — 50HZ & 240V-10, 2 wire — 50HZ and 24 VDC.
BOAT'S PROPERTY Elac Lez 400 Mittel lodar sonar C/W scope, Simrad SL sonar C/W scope, Wesmar SS 220 sonar, Kelvin Hughes type 17 radar, Atlas type 4300 radar, Atlas 720 echo sounder, C/W Scope, Atlas 240HF echo sounder, Koden net monitor type NM 88PA, Marconi 21 watch keeping receiver, Sailor 400 watt SSB radio transmitter and receiver type T122, Sailor VHF type RT.143, Robertsons auto pilot, Sea log and Woodsons talk back system.
ON HIRE Decca Navigator Mk21, Decca track plotter 360T, Marconi VHF, Sailor type 144.

One spare purse/seine net and one herring purse/seine net to be sold with vessel. Vessel meantime fishing S.W. England where inspection may be made on application to:
MANAGER, PETER & J. JOHNSTONE LTD., 7 Belscleva, Fraserburgh, telephone: 2366 and 2962.
All enquiries should be made to:
PETER & J. JOHNSTONE LIMITED,
Fraserburgh, from whom "CONDITIONS OF SALE" are available on application, and all offers, accompanied by signed CONDITIONS OF SALE to be made in sealed envelopes to reach their offices not later than 3pm on WEDNESDAY, 27th DECEMBER, 1978, at which time and place the offers will be opened.

VESSELS FOR SALE

32ft. 6in. coastworker, 2 x 70hp Ford Dolphins, Borg Warner gearboxes, four man inflatable liferaft, Seasercite, Seavoice, Sharp auto-pilot, Nico pot hauler, self draining fish pen, electric anchor windlass, two berth cabin, galley, w.c., enclosed wheelhouse, registered. Lying Southampton. Telephone: Tenby 819 day, Manorbier 478 evenings.

28ft. Dixon built clinker potter/trawler, 1964, forward wheelhouse, Lister twin 30hp., Seatrack three quarter ton hydraulic pot hauler, Seavoice VHF all new 1977. Ferrograph G500, sale includes two trawls, one set doors and warps, two dredges, one beam trawl. £7,400 ono. 35 Roberts Road, Totton, Hants. Southampton (0703) 4490658 evenings.

MFV SUNLIGHT WATERS

Built 1984. Dimensions: Registered length 69.9ft. overall length 74ft. Tonnage: Gross and nett 49. Engine: Fabin TASC8 400hp new 1971. Ship's property: Sailor T122/R105 TX/RX. Sleeted 12 15WL Sounder. Hired equipment: Sailor RT 144 VHF. Simrad 60 sounder. Decca Mk21. Decca plotter. Furuno FRS 24 radar. Vessel recently extensively overhauled. Vessel rigged for single or pair trawling and is also equipped with rope bins.

Available for inspection at Grimsby between voyages.

Enquiries to TOM SLEIGHT (FS) LTD., FISH DOCK, GRIMSBY. Tel: 0472 57843

LOCHIN 33 forward wheelhouse, GRP workboat, completed May 1978, 40 x 11ft.9in. x 3ft.9in., Bedford 340M 165hp., 2 gals/hour avge., two berths, Spencer Carter hoister with capstan head, Simrad EL., Sailor 144B VHF., wired for Decca Mk21. Mizzen on steel gantry, quarter and side shaking legs, deck and fishing gear. Vessel arriving shortly. Price offers around £18,000, finance available. For further details telephone St. Ives, Cornwall 7376.

27FT. GRP gill netter, two years old, not worked, 060 radar, VHF echo sounder, 4D engine, Morse controls, power steering, aft wheelhouse, sealed decks. £8,500. Telephone: Harwich 4411.

32ft. x 10ft. x 4ft., stern trawler, carvel in mahogany, forward wheelhouse, 75hp BMC recently fitted, Borg Warner box, aft gantry, ramp, twin drum winch, trawl and warps. £5,750. Telephone: Emsworth 4153 evenings.

MFV "LA MORLAYE" (LH.207)

Built Fraserburgh 1941. 56.8ft. registered. Full DTI certificate, wheelhouse renewed 1969, four speed trawl winch reconditioned November 1978. BL3 152hp Gardner engine, Graphic sounder and watch receiver boat's property.
Koden sounder, Atlas monoscope, Decca Mk12 and 360T plotter, Sailor R/T 144VHF, Cresta Vega R/T, Kelvin Hughes radar all on hire.
New AC 80 and batteries 1978. Repp 19in. block as new, gallows 1977.

Contact:
D. DOW, 50 WEST HARBOUR ROAD, GRANTON, EDINBURGH. Telephone: 031 552 4215

M.B. MARITAN LH 141

Built of wood by Forbes Sandhaven 1968.
Reg. length 64.1. Breadth 20.7. Depth 10. Tonnage 60.81 Reg., 42.3 Nett.
Baudouin 430 Engine, New 1972 Winch, Norwinch 6 Ton Hydraulic Net Drum. Lister Aux.

Electrical Equipment — Decca Navigator Mk 12 and Plotter: Decca 202 Radar: Furuno Echometer/Fishlupe, Simrad Echometer: Sailor S69 RT: Redifon VHF.

This vessel, which has undergone a considerable overhaul this year, is a typical stern trawler with deckhouse and accommodation forward and gallows aft. (Closing date for offers 9/12/78)

At present fishing and can be inspected by arrangement with the Moray Firth Fishselling Co. Ltd., 10-12 Commercial Road, Buckie. Tel. 32152 with whom all offers should be lodged.

FOR SALE
M.V. "GENARA"

Built 1928 Fredrikshavn.
Dimensions: 32.4ft. x 16.8ft. x 8.9ft.
Tonnage: Gross 30.83 Nett 14.98
Engine: Gardner 6L3B 180hp installed 1968

Vessel is rigged for anchor seining and is fitted with Remme rope drums.

EQUIPMENT OWNED:
Sailor VHF., Sailor R105 968 RX. Kelvin Hughes MS39 sounder, Decca 110 radar.
EQUIPMENT HIRED:
Sailor T122/R105 TX/RX. Decca Mk12.

The vessel which is in excellent condition having been maintained to the highest standards by the owner, is available for inspection at Grimsby.

Offers should be sent to:
TOM SLEIGHT (F.S.) LTD FISH DOCKS, GRIMSBY
Not later than 18th December 1978
Telephone: 0472 57843

31ft. Tyler Watson GRP hull, 1974, strongly fitted out, 2.2 diesel engine and gearbox overhauled November 1978. One ton hydraulic trawl winch, gantry, fore wheelhouse. Newvoice, Seascribe, wired Decca, two trawls, two sets of doors, escallop dredges, warps, suitable all types of fishing, good condition. £12,500 ono. Dixons Boat Builders, Exmouth, telephone: 3063.

DREDGING equipment for sale, cutter suction barge, sound hull and ballast tanks. 12in high output main pump. Sound scarifier and winch motor, deck winches, hydraulic pump suitable for rebuilding or will consider offers for units. Enquiries to P. Dawe, telephone: 08875 220.

FOR SALE subject to WFA approval, fishing vessel "Rachel Clare", length 33ft., beam 12ft.2in., draft 4ft.8in., Tripod mast, aft wheelhouse, 120hp Ford 3:1 reduction. Wheelhouse equipment owned by boat: Furuno FRS 24 radar with VRM., Digiscan, Sailor MF receiver and Kelvin Hughes MS39 sounder. On rental Corvette VHF and Decca 21. Boat built in 1974. All in first class working order. R. Allen, telephone: Whitby 4510.

MITCHELL sea angler, 23ft., "Sea Horse", six anglers, fully equipped latest gear, echo sounder, 25hp Sabb as new, seating accommodation, fully insured, in running order, complete all mod. cons. Full equipment, three anchors, reason for sale owner in bad health. £4,000 no reasonable offer refused. Telephone: B'tun 59/1706 Sussex.

35ft. x 10ft. x 3ft., Ford 4D, aft wheelhouse, VHF. Seascribe, capstan, gantry, licenced 12. £4,750. Telephone: New Milton 610784.

CRABBER 41ft. x 12ft. x 4ft.8in., flush deck, aft wheelhouse, major refit 1978, Lister six cylinder, 1½ ton Celtic Slave, fore mast and gantry, Sailor SSB and VHF, 2182 watch receiver, auto pilot, 050 radar, hydraulic steering fore and aft, liferaft, many extras, full inventory and further details telephone: Salcombe 3489 or 3312.

MFV "SUSAN JOY" (GY.353)

Fitted with a Tuson 88hp single cylinder Norlau winch. Hydama power block. Length 65.6ft. beam 16.8ft. depth 8ft.
Built 1938/39
SHIPS PROPERTY
Radar and echo sounder
ON HIRE
Decca Mk12 and Sailor T.126 R105 transmitter.
Complete with all fishing gear, ropes and nets for anchor seining.

Offers on £18,000
Telephone GRIMSBY 51317/8

FOR sale fishing vessel "Obelisk" Danish built seine netter, rigged for trawling. Paxman engine 140hp. Decca radar on hire. Echo sounder and Sailor radio ship's property. OAL 59ft. 10in., gross tonnage 35. Telephone: Grimsby 64667 (0472).

LOCHIN 33 180hp Ford, sounder, radio, two berths, toilet, cooker, stern gantry, North Sea winch and electrics, capstan. £15,500. Telephone: Hayling Island 4990.

"LIBERTY" 25ft. clinker built, creel boat, 636 Mercedes with Borg Warner hydraulic gearbox, Morse controls, dual steering, forward wheelhouse, Marconi sounder, McKay & McLeod hauler. Offers. Telephone: MacDuff 32087.

TRAWLERS, SEINE NET AND MULTI-PURPOSE FISHING VESSELS
contact
GREWSENS REGNSKABSKONTOR,
FISKERIHAVNEN,
6700 ESBJERG, DENMARK

25kt. Fairey Huntress, 23ft. x 8ft. 6in. x 3ft., Perkins T6 354 148hp turbo charged diesel, Seascribe echo sounder, Marconi VHF., Blake toilet, Calor cooker etc., engine just rebuilt. £4,950 ono. Dick Downes, Yarmouth harbour, IOW. Telephone: 760 157.

"ANJONIKA" French built 1966, 180hp Poyaud engine, 3:1 hydraulic gearbox, hydraulic steering, radar, auto pilot, Kelvin Hughes VHF and 39 sounder, stern gantry under 25 tons, rigged for scalloping, ready to go, 1978 survey vessel in good order. £26,000. Telephone: 0752 20855.

FOR SALE MV "Sally", 46ft. x (5.7ft. x 6.6ft., built 1931, in good condition, 152hp Scania engine, VHF with Decca radar, Mk 12 navigator and plotter 360/T also DTI certificate. £19,000 offers to Newington Trawlers Ltd., Fish Quay, North Shields, telephone: 82618 or 537871.

FISHING vessel fitted stern trawling, built steel 1977, 30ft. x 10ft. x 3ft. 6in. Lister diesel, 24 volt electrics. Brigham winch, VHF, Ferrograph, Decca radar, dual steering, 200 gallon fuel. £29,000. Telephone Highcliffe (Dorset) 71361.

MFV 29ft. x 9ft. 3in. x 3ft., Ford 4D engine, wheelhouse forward.
Also one of the following vessels to be sold:
48ft. x 18ft. x 4ft., trawler, built 1974, larch on oak, Gardner 150 engine, hydraulic winch and steering, Decca 060 super ship's property. Sailor VHF on hire. Wheelhouse forward.
33ft. x 12ft. x 4ft., MFV., built 1976, larch on oak, 70hp Perkins engine, currently being overhauled, wheelhouse forward.
33ft. x 12.5ft. x 4ft., trawler, built 1977, larch on oak, Gardner 150 engine, hydraulic capstan and steering. Sailor VHF on hire. Wheelhouse forward.
Enquiries to:
F. CASTLETON (KINGS LYNN) LTD.
Crossbanks Rd., Kings Lynn, Norfolk
Tel: Kings Lynn 2398

MFV "Saint Ury" Cygnus 32ft., forward wheelhouse, Sabre 120 12,000 hrs, Radar meter, VHF, liferaft, ship's property: Decca 21 on hire, Mizzen rigged, hydraulic capstan, many extras. Nine months old. Price £21,500, or £9,500 without radar and liferaft. Telephone: St. Ives 7951

31ft. fishing boat, forward cabin and wheelhouse, 3 cylinder Lister, £1,800 ono. Telephone: Frinton on Sea 71561.

WORKBOATS. Thames tug 18ft., heavy steel tug fitted with Kelvin T4 diesel, requires assembly. Ideal working boat or tug £2,250 or best offer or boat or car taken in part. David Burke Marine Ltd., telephone: Maldon (0621) 53834 open seven days a week.

43ft. x 14ft. x 5ft. 6in. Brixham trawler, completely stripped out and all reconditioned, renewed as necessary, hull, engine and gearbox. £9,000 as it is, chippy owner could finish to buyers requirements. Telephone Brixham 4960 after 6pm.

50ft. MFV., 120hp, radar, VHF, sounder, very fast, owner buying new boat. Offers over £19,000. Telephone 0651 2005

36ft. sea angling boat, twin BMC 2.2 diesel engine, forward cabin with berth toilet, sink and cooker, separate enclosed wheelhouse, radio telephone, echo sounder, compass, Dunlop liferaft, winch, many extras, 14,995 Tel. Deganwy (0492) 84239.

60ft. TRAWLER — 325hp CATERPILLAR
73ft. TRAWLER — 370hp DORMAN
D. M. TAIT
54 High St., Fraserburgh
Tel: Fraserburgh 2220
Telex: 739243

37ft. x 11ft. 6in. x 5ft., carvel workboat, forward wheelhouse, canoe stern, Gardner 6LW 2:1 reduction, capstan sounder, VHF, boat rebuilt engine overhauled 76/77, everything in perfect order and immaculate. Telephone: 0348 810386.

26ft. clinker boat with Perkins P6 engine and winch, damaged in gales, any cash offer considered or would exchange for van MOT. Telephone: Brynsiencyn 370.

32FT. Aqua Star fast fisherman, 1975, twin Ford 8 full marine 18 knots, Seavoice, Sealog and echo, liferaft, four berth, galley, full inventory. £12,500. Telephone: 0633 885148/886161.

24ft. MFV., BMC diesel, VHF sounder. £2,000. Box No. 055.

CRABBER fishing boat, 30ft. x 11ft. x 4ft., carvel, iroko on oak, aft wheelhouse, watertight deck and fore deck, radar VHF, sounder, Capstan hauler, Perkins 72hp. £9,250 ono. Telephone: Cowes 5838.

WHITBY coble built November 1972, 28ft. x 7ft. 4in., forward wheelhouse, echo sounder, hydraulic hauler, dual Morse controls, VHF on hire. Engine BMC 2.2 complete overhaul April 1978. Telephone: Whitby 5397.

MFV "Sea Gypsy" IP23 stern trawler, self draining deck, ready to fish, owner buying larger vessel. Telephone: Whitehaven (0946) 4529.

VERSATILITY MkII. b/d G.R.P., 26ft. x 10ft. x 3ft.6in., 1975, forward cabin/wheelhouse, large flush cockpit, excellent condition, private use only. £8,500. Telephone: Rye 3684.

ROT 12 passenger fishing vessel, 36ft. x 10ft. x 3ft.6in. approx. registered load line certificate March 1982, fully equipped six and eight person liferaft lifebelts, VHF and MF radios, Kent screen, sounder, speed log, Perkins 6.354 hp diesel, SCC box, inlet, cooker, two berth forward, large enclosed wheelhouse, 100 gallons water, 170 gallons fuel, lying North Wales, any survey, full details. Telephone: 021 123 3651.

31ft. Mitchell sea angler, full inventory, first class order throughout, telephone Preston (0772) 864262 evenings.

PLYMOUTH 21ft. x 8ft. GRP. MFV, built 1976, 1.5 BMC diesel, forward wheelhouse, echo sounder, compass, whale gusher 25 pump, Seagull auxiliary anchor, navigation lights. Telephone: Dunster 318.

STEEL SIDE/STERN TRAWLER FOR SALE

Built Milford Haven 1982. Overall length 41 metres, gross tonnage 262. Vessel was extensively modernised in 1974 and re-engined with 880hp Alpha diesel, complete with VP propeller 48hp and 21hp auxiliaries were installed only last year.

Deck machinery includes big capacity hydraulic winch and two net drums.

Electronic equipment includes four radios, Simrad SK sonar, Simrad EQ bottom lock and EL sounders, Decca 914 radar.

Vessel has 24 volt and 220 volt and 380 volt electrical system and fuel capacity of approx 40,000 litres, bulk carrying capacity is in the region of 260 tons with a white fish room providing capacity of approx. 300 boxes.

It is considered that full shelter deck facilities may be easily provided on the vessel. A large quantity of fishing gear may also be included in the sale

The vessel is for sale by a part-exchange transaction for a traditional type 80 footer Scottish seiner/trawler may be considered

Further particulars may be obtained from:
WAID MORGAN ASSOCIATES LIMITED
77 Broad Street, Peterhead

BEAMER, built '68 of oak, 20 tons, 49 2/49.36ft. x 15.5ft. x 9.2ft., Deutz 150hp/1500rpm and L & S 3·1 new 1972 ..... £12,000
BEAMER, built 1956 of oak, 17 tons, 44.28/38.82ft. x 14.6ft. x 8ft. Henschel 200hp/200rpm, Reintjes 3·1 both new 1968 ..... £11,500
TRAWLER, under 25 tons, built 1958 of oak, refit 1977, 50/51.2ft. x 18.7ft. x 10.2ft., Deutz 240hp/1800rpm, rebuilt May 1977, Reintjes 4·1, Lister 65hp new May 1977 ..... £54,000
TRAWLER, built 1972, under 80 tons, iroko on steel frames, 78.5/86ft. x 22ft. x 8ft/11.2ft., 10 ton winch, net drum, Deutz 400hp/1600rpm Reintjes 4·1 ..... £78,500
BEAMER, 23 tons, built 1969 of steel, 56.2/62ft. x 18.42ft. x 8ft., rigged for seine and shrimps, wheelhouse winch, refrigerated hold, MAN 220hp/1800rpm, Reintjes 4·1 both reconditioned April 1978, new gearbox in spare £68,000
BEAMER/SIDE/STERN TRAWLER, 48 tons, built 1964 of steel, 65.5ft/60ft. 18.5ft. x 10ft., wheelhouse winch, complete new gear 1977 Reintjes 420hp/1800rpm, reduction 6·1 new 1976, refrigerated hold £93,000
SIDE TRAWLER, rebuilt 66/74 of steel, 49.8 tons, 77.5ft/66ft. x 20.3ft. x 8ft/10.5ft., 10 ton hydraulic winch and net drum, Deutz 300hp/1500rpm, Reintjes 4·1 both new 1974 ..... £74,300
NEW BUILDINGS at competitive prices, to your or our design, fixed prices, deliveries five and six months after order
For full details and photographs of the above and many more trawlers please contact:
HANS-ROBERT JOEL, Master Mariner, SULLDORFER WEG 28, 2000 SCHENEFELD, GERMANY
Dial direct 010459 941800 or 0104940 830 7552
Prices subject to exchange rate

60ft. TRAWLER — 325hp CATERPILLAR
73ft. TRAWLER — 370hp DORMAN
D. M. TAIT
54 High St., Fraserburgh
Tel: Fraserburgh 2220
Telex: 739243

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CENTRAL DISTRIBUTORS AND STOCKISTS FOR.
★ CYGNUS GRP hull, part-assemblies and competitively priced completed vessels.
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★ PRM gearbox.

Get in touch with CHRIS BROOK at
BRYCE-WATERHOUSE MARINE LIMITED
DIGLIS BASIN, WORCESTER 353284
Only 5 minutes from the M5

SIDE TRAWLER/CRABBER 1970, General Motors 250hp 5:1 (1977), 43ft. x 15ft. 5in. x 7ft. 5in., radar and radio sounder plus auto pilot, new winch 1977. Excellent condition, wheelhouse aft., transom stern ..... Price on request
SIDE TRAWLER 1959, Baudouin 330hp, 50ft., sounder, VHF., radar, radio, hydraulic steering, net drum Price about £36,000 neg.
STERN TRAWLER, 1975, Baudouin 440hp 5:1, 54ft. x 19ft. x 8ft. 6in., split winch, net drum, heavy stern gantry, auto pilot, radio, VHF sounder, radar, excellent condition ..... Under £8,000
50ft. SIDE TRAWLER, 210hp £20,500
POTTER, 36ft., 1973, 108hp., good apparatus Interesting price

Telephone: Mike Blundy 022 776 579
FEXA — HOMELEA — CANTERBURY ROAD, CHILHAM, KENT

WESTON WORKBOATS
AGENTS FOR THE SALE OF
'DOLLY ANNE' (GM.37) CRABBER
(FEATURED IN FISHING NEWS ON 17th NOVEMBER)
CAN BE CONTACTED AT:
84 Drove Road, Weston Super Mare, Avon
Telephone: (0934) 31491 evenings

Official and Classified ADVERTISEMENTS

Continued from Page 21

VESSELS FOR SALE

NEW Morrison 31 steel trawler/workboat. Ford 110hp PRM box, large fuel capacity, propeller, clearance hatch, stern gantry, electrics, anodes, finish painted, antifouled. £10,750 plus VAT. Further details telephone: Newhaven 4589 (Sussex).

TUG 67ft. x 19ft. x 8ft. 8in., 10 ton lifting horn, hydraco crane, aft five berth with radiators, 380hp. £10,500 ono. Telephone: Thanet 81897 day, 83725 night.

51ft. French built trawler, now scalloping S.W. channel, 232hp MWM 5:1 reduction built 1955. Telephone: Plymouth 822192. £19,500 ono.

26ft. x 9ft., carvel fishing boat, pine on sawn oak, built 1970, 80hp Ford Thornycroft, excellent condition, hydraulic g/box. Sale includes fishing gear and spare g/box. £6,200. Telephone: Germoe (Cornwall) 3541.

EX. RNLI lifeboat hull, 51ft. x 13ft.6in. x 4ft.8in., complete with shafts and propellers, offers, delivery can be arranged. Telephone: Bangor (0248) 51804.

32ft. GRP angling boat, Senior Marine dominator, two 70hp Fords recently overhauled, radio sounder, anchor, winch, 12-14 knots. £10,750 ono. Telephone Falmouth 280248.

28ft. x 10ft. Owens seacliff, compass, nav. lights, etc., many extras, sea toilet, three berth, cooker, large well deck, Leakey bug lines, boat in very good condition, engine record 1978. £4,500 ono. Telephone: 01-593 0181.

19FT. clinker built lobster boat, 8hp Yanmar, forward cuddy, very good condition. Telephone Aberdovey 476.

"NORTH STAR" PZ 546, 30ft. versatility, forward wheelhouse, Gardner 4LK, toilet, cooker, VHF, decked mizzen, Kodon meter on hire. D. Lutey, Cliff Cottage, Penherrik, St. Buryan, Penzance.

HULLS GRP mouldings, heavy duty to WFA standards, 19.5, 21 and 24ft., from £900 to £950. Peel Marine Ltd., Riverside, Teignmouth, telephone: (06267) 2424.

NOW building 20ft. clinker workboat, hull or complete to requirements. Adams, Boatbuilder, Looe, Cornwall. Telephone: Looe 2081.

COBLE Amble built 28ft., £1,800 ono. sounder, safety gear, for details telephone: Guisborough 32220.

BUILT 1978, 40ft. stern trawler, 180hp T4 S.C.G., 1½ ton hydraulic winch, £40,000 ono. Telephone: Hull 25871.

"OUR PAMMY" 30ft. versatility 1974, forward wheelhouse, 80hp Ford, equipped for netting, lining, wrecking, mackeraling. £8,500 plus grant o.n.o. Also tangle wreck nets, lines etc. Telephone: The Lizard 396.

30ft. cruiser hull, new unfinished. £1,500 ono. Also 22ft. GRP workboat, good condition. £1,100 ono. Box No. 046.

TWIN screw passenger vessel, DTI certificate class five, 90 passengers, class six 76 passengers. Box No. 039.

STRONG construction IP23, well equipped, 35hp, radar, Seacrihe, VHF, Seawinch hauler, hydraulic steering. Telephone Evermouth 50501.

86FT. passenger vessel, class five and six, quick sale £8,500. Box No. 050.

24FT. wooden workboat, transom stern, Lister SR3 diesel, side decked, forward cabin, bargain at £2,200. Telephone: 0253 728982.

FOR SALE

THREE seine nets worked only 8 days. One net brand new. 30 coils 3½in. rope, four coils of it still unwrapped, cost £5,000 will accept £3,500 o.n.o. Mrs. Malaquias, Skletar, 42 Quay Street, Sandside, Scarborough.

2 x 30ft. x 24in. single boat sprott trawls, one never used, plus two spare panels, otter. One Cosali 3 bridle trawl, never used. £450. Telephone: Easington (Co. Durham) 270501 after 6 p.m.

New or Exchange AC7 & AC90 alternators usually available from stock.
We charge you the cost of repair to your old unit.
All orders despatched same day.
Scarborough Ignition Co.
ROSECOE STREET, SCARBOROUGH
Telephone: 0723/65321

FISHERMENS smocks, well finished, made in 100% cotton, 10oz sale cloth. Chest sizes, ex. small 32in, small 36in, medium 40in, large 44in, ex. large 48in 'V' neck with collar and two pockets in navy (8oz), dove grey and sand with navy piping. Also boat neck style in airforce blue and grey. Ex. small to large £8.95, ex. large £9.75 including p&p. Brixham Trawlermen, 9 New Fish Quay, Brixham.

SCOTCRAIG BOAT COMPANY
INN STREET, OLD HARBOUR, TAYPORT, FIFE, SCOTLAND
Telephone. Tayport 3230
ISLAND PLASTIC HULLS FOR HOME COMPLETION
(Full range ex. stock)
Yanmar diesel engines — Teleflex Morse steering and control gear.
Mace generators. Outboard motors, Yamahar and Seagull (full range of spares in stock).
Service and repairs carried out.
Winter hours 10am-6pm daily including Sunday (closed Tuesdays only)

BARGAIN, new Corvette 25w VHF radio, eight channels, control unit, etc. Retail price £750 ex VAT, our sale price £425 inc. VAT. Telephone: Parkstone (0202) 748864.

SOUNDER papers Koden, Kelvin Hughes, Neco, Furuno, Simrad, Atlas Krupp, Depmar etc., all competitive prices. Also R.T sets, watchkeeper distress sets, bilge and fire alarms, DF sets, communications receivers, monitor receivers etc. Westons Chandlers, Newlyn, Penzance, Cornwall, telephone: Penzance 2413.

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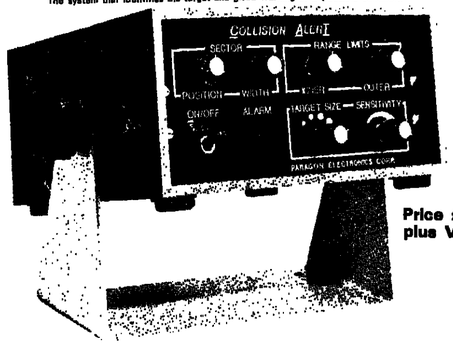
Are pleased to announce that after our successful tour of America, we can now offer an increased range of Marine Electronic Equipment.

NEW from Paragon Electronics —

The CAT — Radar Collision Alert
The system that identifies the target and gives warning of a possible collision.



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Useful addition to graph echo sounders, providing digital display of depth 999 fathoms. Featuring its own receiver which enables continuous display when paper drive is turned off (conserving paper). Incorporating a variable depth alarm which can be programmed by the operator down to 90 fathoms. Metric Units available.
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Gives continuous monitoring of possible failure in all necessary systems, i.e. oil pressure, engine temperature, bilge level and engineroom fire, etc., with audio and visual alarm when fault occurs. Unit comes complete with wide selection of self-adhesive labels to meet all requirements.
Price £135 plus VAT
Sensors extra and available if required.

NEW 64 CHANNEL MODEL available
Details on request.
LARGE RANGE OF TEST EQUIPMENT ALSO AVAILABLE
AVAILABLE SHORTLY
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Radio telephone with digital display and push button key entry.
NEW Range of GRAPH ECHO SOUNDERS & FISH FINDERS
NEW Compact 2 UNIT RADAR — 32 mile range

Send stamped addressed envelope for full details of all units.
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SOUTHERN NETS LIMITED
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TRAWL FACTORY & MAIN OFFICE: Lower Cross, Udimore, Rye, Sussex. Tel: 079-73 3844. Telex: 95211 Sounet G

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Fish processing "Baader" etc. machinery and MFV's.

Fish top quality inshore whole fish, processed fish and kippers
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NEW 80 FATHOM trammel nets, fully rigged, 5ft. to fill deep. No. 14 leadline, 4in., 4½in. or 5 inners, 17 in. or 20in. wall, sold £113.10, or with No. 27 leadline £119.88, including VAT, carriage paid. C. P. Harvey, 38 Manor Rd, Selsey, Sussex, Selsey 2514.

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All rigged by bulls. Pompe leaded
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West Dorset Nets

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Items add £2.00 carriage plus 8% VAT.

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Overall (4-10mm) ..... £7.50 per 100 plus 40p carriage plus 8% VAT
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Unit 8, Dreadnought Trading Estate, Magdalen Lane, Bridport. Telephone: Bridport 23576 day, 24546 night.
up to a standard, not down to a price

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We have now increased our range to cover all popular sizes as follows:
3mm - 3½in., 3½in., 4in., 4½in., 5½in., 6½in. and 8in. IN TWINE SIZES 16/8, 10/21, 10/27, 15/18, 10/39, 16/24 TWISTED AND 2mm - 2.5mm - 3mm BRAIDED.
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200 series FLATFISH TRAWLS — 400 series WING TRAWLS
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Telephone: 079 73 2155
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LOWER CROSS, UDIMORE, RYE, SUSSEX.
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13 new trammels 60yards long, 3ft. [illegible] 42meshes, £30 per net. Drake Avenue, Eastbourne. [illegible] or Eastbourne 29612 after [illegible]

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Special Offer on Best Quality Nylon Mid-Water Trawls
14 x 14 Fathoms.
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Take advantage of this special seasonal offer while it lasts. All nets ex-stock.
Details of recent very large catches available on request.
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A DECCA pilot type 360, excellent condition, complete with WFA watch [illegible]. offers. Telephone: Peterhead [illegible]

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£30.00 (+ £3.00 each carr. + 8% Vat)
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SOUTHERN Nets Limited, inshore fishing gear specialists, supply trammel, gill, seine and trawl nets. Catalogue £1.00 available from Lower Cross, Udimore, Rye, Sussex. Telephone: Rye 3844 or 2155. (STD 079 73). Telex 95211 Sounet G, or our Peterhead agent Steam Trawler Supply Stores, Fish Quay, Hartlepool. Telephone: Hartlepool 66446 (STD 0429).

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FISHING NEWS

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MARINE GEARBOXES AND BOWMAN COOLING EQUIPMENT
Specialists for Marinisation parts for Bedford, Ford, Leyland, Perkins.
Quantity discounts available
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The above organisation of thirty Nephrop trawlers invites enquiries from British and Continental buyer/s with a view to contract buying of Norway Lobster (Nephrops Norvegicus).
A steady year round supply assured and landings are around 2,000 stones of fresh tails per week.
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LONG LINING for cod and dogs with the fastest most efficient, and versatile system for shore or any size boats. Fyke nets and traps for eels. Conger swivel hooks, bait and crab/lobster prawn traps, etc. "Modern Inshore Fishing" the how to do it book £1.20 and/or free catalogue. Dept FNA Settle, Yorks BD24 0BA. Tel: (day/night) 07292 3506.

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The above can also be supplied frozen, spiced or salted.
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Managers for
SUNDERLAND MARINE MUTUAL INSURANCE CO. LTD.
(Established 1882)

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All these owners have the benefit of our wide cover which is one of the most comprehensive available including full Machinery and unlimited Third Party and Employers Liability Covers. The Premiums, which are on a fixed basis, may be paid in instalments if preferred and are subject to a No Claims Bonus of up to 30%. Our policy is approved by the W.F.A., H.I.S., H.D.S., B.J.M., etc. whilst we have Surveyors and Agents in all major ports.
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FISHING vessels all classes insured with Lloyds and leading insurance Companies at competitive rates through Tim Ingram of General Marine and Life Insurance Brokers, telephone: 0752 28892 or 23685, 36 New Street, The Barbican, Plymouth, Devon PL1 2NA.

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WINKLES, oysters required. Hants/West Sussex, regular collections, prompt payments. Telephone: Waterlooville 4813.

WANTED Danish fyke eel nets, any quantity, good condition only. Telephone: Havant 473740.

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Fresh scallops required for export. Regular contract available. Can collect anywhere. Contact Atlantic Islands Trading Co. Ltd., Rye, Sussex.
(07973) 2691 or
Telex: 95160

WANTED propeller r/h, 42in. x 28in. approx. Box No. 051.

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SKIPPER and crew require trawler, 20 to 60 tons, to work south west. Box No. 052.

ESTABLISHED east coast fishing company offers ambitious skippers the opportunity to purchase their own vessel. Partnerships or finance arranged, all applications in strictest confidence. Box No. 043.

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2 EYLES MARINE SERVICE for deliveries of all vessels up to 500 tons. Telephone 0243 58459.

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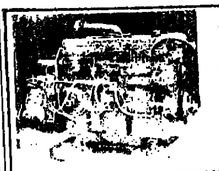

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Workboats & Fishing Vessel Marine Diesel Engines
31hp to 150hp new and hand rebuilt units
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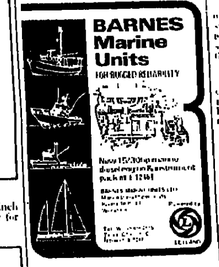
TWO Paxman 6 RPH engines 250hp at 1200 rpm recently to Lloyds, air or electric start similar hp to rpm to 8L3B. One Gardner unused 6LXB 200 series engine as ex. works. One Lister 6/6 6/6 marine engine with 1:1 and extern box. One s/h 6LW Gardner in very good condition. Number of marine and industrial generating sets DC and AC from 3KW to 1500 KW in stock. Telephone: 0706 [illegible]. Firecastle Limited, or telex 635661 (Ref Firetandle)



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SPARES ... Marine, Detroit and GM, Cleveland, Gray Marine diesel engine spares at competitive prices
Coastal gearboxes also available
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FORD 180 new frostrated ratio order with BW 2:1 gearbox, 24 volt system, instruments x 1,950. Other engines available upon request. Hawson Marine Engines, Portsmouth 69647.

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KELVIN T.3, can be seen running, available January. Telephone: Fleetwood 1961.

ENGINE parts for sale, Baines, KL Lister, 3PM, Barman. Telephone Lowestoft 67[illegible].

TEMPEST 150 Commodore diesel ship, good condition, numerous spares, can be seen running. £850 no VAT. Details telephone Paignton 551[illegible].

FORD H3 engine, complete with pump injectors, starter. Genuine £400. Telephone Romford 2149.

FOUR cylinder Ford 10 60hp in running order, offers. Box No. 053.

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are now offering 23-220 horse power
GUARANTEED MARINE DIESEL UNITS
FORD - BMC - CUMMINS
HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE
For fast, courteous, service contact:
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Telephone: 57127 Telex: 965281

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WANTED 60/75ft. beam trawler with Department of Trade certificate. Must be in good condition, engine 400hp plus. Details to M. P. Gallia, Brixham and Torbay Fish Limited, New Fish Quay, Brixham, Devon. Telephone: 08045 3093 or 3096.

£5,000 cash available for 30/50ft. MFV or sailing yacht, power or sail, fit to be delivered north west, or £50 for information leading to purchase of same. Telephone: Blackpool (26704) days.

WANTED 38ft. to 45ft., stern trawler, steel preferred, wheelhouse forward, 150hp plus. Quick decision up to £15,000 cash. Box No. 055.

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WANTED, Wanted, Wanted. Wanted, wanted good towing fishing boat, under 40ft., steel, wood or GRP. Urgent. Cash waiting. Box No. 048.

26/35ft. MFV., engine repair or replacement or storm damage no objection, must be free from rot, around £5,000 cash North England or West Scotland preferred. Telephone Newton Stewart (0671) 2468 evenings.

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Construction and use of Static Fishing Gear
A five day course dealing with Trammel and Gill nets: Pots, Fykes and Fish Traps, commencing Monday 11th December, 1978.
Course Fee £5.10
Application should be made to:
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Continued from Page 23

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FOR HIRE

4 to 20 man liferafts. Liferaft Hire Co., 75 Church Road, Tiptree, Colchester, Essex CO5 0RA. Tiptree 815549.

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WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tait, 54 High Street, Fraserburgh. tel: 2280, telex: 739243.

MARINE engines wanted, all types. Also anchors and chains. Telephone: St. Fergus 307.

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SKIPPER full seeks position, experienced in single trawl and pair fishing. Anything considered. Telephone: Grimsby 887175.

TWO COMPETENT INSHORE
TRAWLER SKIPPERS
with own crews require to double shift on share basis 50h/70h side stern trawler or beamer with engine of 300/500hp.
Vessel and machinery must be in good order.
Able to take over complete management of boat if required.
Current grossing and further particulars write
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TWO professional divers with Civil Engineering and Burning experience with own personal equipment and two boats available, 30ft. and 16ft., anywhere. Telephone: North Shields 83434.

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OVERSEAS DEVELOPMENT

KNOW-HOW: vital to developing countries

Prawn Culture Biologist — Philippines

For the proposed Research Project into Prawn Culture at Laganas, to study the monoculture of Penaeus Monodon from juvenile to marketable size and physical - chemical problems in and associated with flow-through ponds. Applicants should possess a degree in Natural Sciences, postgraduate experience in Marine Prawn Culture and Biology for a minimum of 3 years and field experience in Tropical Marine Science.

Appointment 2 years. Salary (UK taxable) in range £7000-£8350 pa. plus a variable tax-free overseas allowance in range £1600-£3985 pa. Ref. RC 289/132/01 (329X).

The post is wholly financed by the British Government under Britain's programme of aid to the developing countries. In addition to basic salary and overseas allowances other benefits normally include paid leave, free family passages, childrens education allowances and holiday visits, free accommodation and medical attention. Applicants should be citizens of the United Kingdom.

For full details and application form please apply, quoting reference stating post concerned, and giving details of age, qualifications and experience to:

ODM
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MINISTRY OF OVERSEAS DEVELOPMENT,
Room 301, Eland House,
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HELPING NATIONS HELP THEMSELVES

EX. skipper required on share basis for 30ft., three years old, south coast, inshore boat, oyster dredgers, gurdies, trawls, etc. Box No. 045.

Fishing Vessel Surveyor

The Department of Trade invite applications from men and women for a post as Fishing Vessel Surveyor to carry out duties under the Fishing Vessel (Safety Provisions) Act, in Northern Ireland.

Applicants must have received recognised training in one of the following categories:

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fishing news

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SCOTS MOURN LOST CREW

GRIEF HAS struck the Scottish north-east fishing community once again as hope faded away for the safe return of the 86ft. steel-hulled seine netter *Acacia Wood* with nine men aboard.

Mrs. Margaret Jack sat by her trawler-band radio all weekend hoping against hope to hear word of the two-year-old vessel, which carried both her husband, Alec, and her 30-year-old son Alec, skipper of the vessel.

The vessel was last heard of at 6 pm on Thursday last week in a raging storm in an area which has been described as "as bad as anywhere in the world for weather." Wind direction was stated to have been ESE and Force 11 in strength (55 to 65 knots).

Following a fruitless air search, Moray Coastguard at Peterhead has had to reluctantly consider her lost with all hands.

Like many such tragedies, the crew list has ironies which only add to the heartbreak for the families involved. Two of the men had been picked up in Peterhead to replace sick regulars for the trip. Peterhead men Andrew Cadger (21) and Paul Stewart (21) had gone to replace youngest crewman, Stephen Hay (20) of Lossiemouth, and Hopeman member David Main (35). A seaman for 20 years, Mr. Main said on Saturday: "*Acacia Wood* is the best boat I have sailed in, and has a good skipper and crew."

Paul Stewart was a survivor from an earlier disaster, when *Wisteria* caught fire and he had to take to a liferaft.

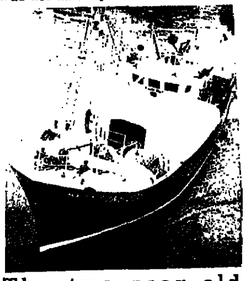
The rest of the crew of the missing boat were: James Jack, the skipper's cousin who came from Elgin and was married, and David McLennan (37), a bachelor from Hopeman. Also from Hopeman were William Stewart (26), married with a 3½-year-old son — his wife Annette is expecting another baby within a fortnight — and Peter McKenzie, married with a son and daughter. The ninth man was David Morrison (25), a bachelor from Port Gordon.

Fears arose on Saturday morning as a fellow skipper helped coastguards at Peterhead to chart a possible search area following negative response to their radio broadcasts for information on *Acacia Wood*. Skipper Ian Sutherland (28), also of Hopeman, made the last known radio contact with the missing boat from his vessel, *Kestrel*, on the same trip off Shetland.

Said Skipper Sutherland: "I spoke to Skipper Jack about 6 pm Thursday when he was fishing about 50 miles to the south of me. The weather was very bad where I was — but it must have been even worse in the area where Alec was, because he was in shallower water.

"Alec told me that he was fed up with the weather, and that he was heading back for Peterhead — although he added that he might try one more shot if the weather got better.

"But the weather did not improve. I was very surprised when I got back to Peterhead around 1 am on Saturday to find *Acacia Wood* was not already there. Now I can only think that she went down on Thursday night."



The two-year-old *Acacia Wood*. Just three weeks ago she set a port record at Peterhead with a £22,269 catch.

A Nimrod aircraft from Kinloss was called back after an intense search of over 16,000 square miles. Said Ronald Murray, manager of Don Fishing Co. (Peterhead), agents for the vessel: "Obviously the boat must now be presumed lost."

On Tuesday Robert Jamieson, a farmer, found a damaged liferaft on the beach at Colvendale, on the Shetland island of Unst, and reported his discovery to Coastguards. It was identified as belonging to *Acacia Wood*. The canopy was ripped off, the raft was badly damaged and stained with oil. There was no sign of the emergency pack carried within the raft.

For the vessel's agents and part owners, Ronald Murray of the Don Fishing Co. said: "We are still clinging to the hope that there may be men in the second liferaft, but it is four days ago. It is open to conjecture whether there had been anybody in the raft. There is no evidence either way."

The Coastguard at Lerwick were mounting a further search on Tuesday in the three spots — Unst, Fetlar and the Outer Skerries.

Hopeman is in mourning. Fishermen remained at home this week out of respect for their colleagues.

Preliminary plans have been made for a memorial service at Hopeman on Sunday.

Acacia Wood was built in 1976 at the John Lewis shipyard, Aberdeen. She was powered by a Mirrlees-Blackstone 637 hp engine.

Lined up at Newlyn

ALL SET-UP and ready for trials is Transatlantic Fishing's Carousel longline system aboard the Newlyn-based *Silver Fern*. The Carousel (top right) stores her 8,000 snoods and, eventually, the boat could work double that number. Line is stored on the drum and the hauler (left) is hydraulic. Severe weather stopped her planned trials last week and the crew was hoping to get to sea late this week if the weather subsided. More pictures and news of a new mini system — see page 13.

CASH AID FOR MAJOR PORTS

— but nobody's happy

TRAWLER owners in Grimsby, Hull and Fleetwood are to get temporary aid amounting to £1.2m. from the Government. This was announced in the House of Commons last week by Fisheries Minister John Silkin.

In a written reply Mr. Silkin said: "Changes in traditional patterns of fishing have had serious repercussions on the dock and landing charges payable to the British Transport Docks Board by fishing vessel owners at Fleetwood, Grimsby and Hull.

"I therefore proposes as an exceptional and temporary measure, to seek the approval of Parliament for a scheme of financial aid to cover approximately half of such charges in 1978 in respect of vessels of 80-ft. registered length or over based on these three ports."

As a result of the announcement, the Fleetwood Fishing Vessel Owners' Association has postponed its scheduled closure last Saturday for a week to discuss the Government's announcement of aid for local owners.

The £100,000 promised locally, however, does not go to the association as it no longer owns any vessels.

The whole question of the aid for Hull, Grimsby and Fleetwood came in for scathing criticism from Fleetwood's Transport and General Workers' Union district organiser, Alf Davies.

He was in favour, he said, of short-term aid for FFVOA, but not help to all ports unless owners committed themselves to decasualisation.

Mr. Davies said: "Without decasualisation they should not have been given a brass farthing — and £1.2m. is a heck of a lot of brass."

He also hit out at the owners over their statement that they intended to end trading last Saturday. "It was an abortion of a public relations exercise. All it did was frighten people to death.

"It was very bad for hundreds and hundreds of people, especially as it came just before Christmas. They took the decision without consultation and didn't even have the guts to explain it to their employees."

It was expected that the port's supply would be increased this week by landings by five or six Icelandic vessels.

On Humberside the announcement brought little joy. Last weekend the owners — although grateful for this relief — continued to express concern because the aid is only a temporary measure applicable to 1978; unless a more permanent arrangement can be devised, they gloomily forsee the trawling industry in the same desperate straits next year.

A spokesman for one of Grimsby's main trawler fleets told *Fishing News*: "Every trawler on our books, whether laid up or working, has lost the company thousands of pounds this year.

"We are grateful for anything the Government can do to off-set these losses, but every owner knows the only long-term answer is an acceptable solution to the Common Fisheries Policy and, realistically, this just is not on from inside the EEC with modern international fishing limits."

With dock charges and dues due to be substantially increased at both Hull and Grimsby in 1979, most trawler owners feel the financial aid will be swallowed up so quickly that it will hardly be noticed.

There has been a rapid decline over the past 12 months in the numbers of trawlers operational at Grimsby. Two companies have withdrawn from trawling and, at the same time, considerable restructuring of the port's fleet of small boats largely working in home waters has got underway. So, news of the cash aid to vessels over 80 ft. and above only was a further disappointment.

Don Lister, director-manager to Consolidated Fisheries, one of the Grimsby firms to switch from deepsea trawling to small boat operation, aptly summed up feelings among the seiner and pair trawler operators with the observation: "Help the future, not the past."

Hull has been in a sorry state for months and can now barely muster an operational wet fish 'fleet.' She has a strong fleet of freezers, however.

Charles Meek, White Fish Authority chairman, co-ordinated the successful application for aid.

Norway gets tough

AGREEMENT now looks possible between the EEC and Norway on reciprocal catch quotas for 1979 when the two sides meet again in Brussels on December 18-19.

This follows the latest round of negotiations in Oslo last week when progress was made on the allocation of quotas from both exclusive and joint stocks.

The Norwegians have been demanding a substantial shrimp quota off Greenland in exchange for cod north of the 62nd parallel. However, the EEC is only able to offer 5,000 tonnes, which is less than half the 1978 quota.

At the same time Greenland fishermen have had to be given a much larger quota to satisfy their special regional needs — and the Canadian quota has also been doubled.

This has meant that the Norwegians have played it tough over cod — vital to our distant water fleet. They are currently offering only 27,000 tonnes compared with 50,000 tonnes last year.

The cut is also due to the fact that the TAC has been reduced from 850,000 to 600,000 tonnes.

The EEC originally asked for 40,000 tonnes but is now down to about 32,000 tonnes according to sources in Brussels.

In exchange for extra cod the EEC could offer more Greenland halibut or redfish off Greenland. The Norwegians are said to be interested in mackerel off the east coast of Scotland as well as ling, blue ling and blue whiting.

There is, therefore, a possibility that mutual needs could be balanced by juggling with quotas for various species in each others exclusive stocks.

There is disagreement over cod shares from joint North Sea stocks. The Norwegians have been pressing for 40,000 tonnes of a reduced TAC of 183,000 tonnes, whereas the EEC is only prepared to give 27,000 tonnes.

It is believed the Norwegians have now scaled down their demand to 35,000 tonnes, but there is also disagreement over sprats and mackerel.

COMMENT

THE DECISION by the Government to give £1.2m. in temporary aid on landing charges to trawler owners at Hull, Grimsby and Fleetwood has at least brought some respite at the end of a year which has seen these ports on the brink of collapse. While this measure takes care of some of the problems of 1978, it still begs the question of what is going to happen in the future?

The omens for next year are certainly not good and, with big rises in dock charges and harbour dues planned, these ports will quickly be back in serious trouble.

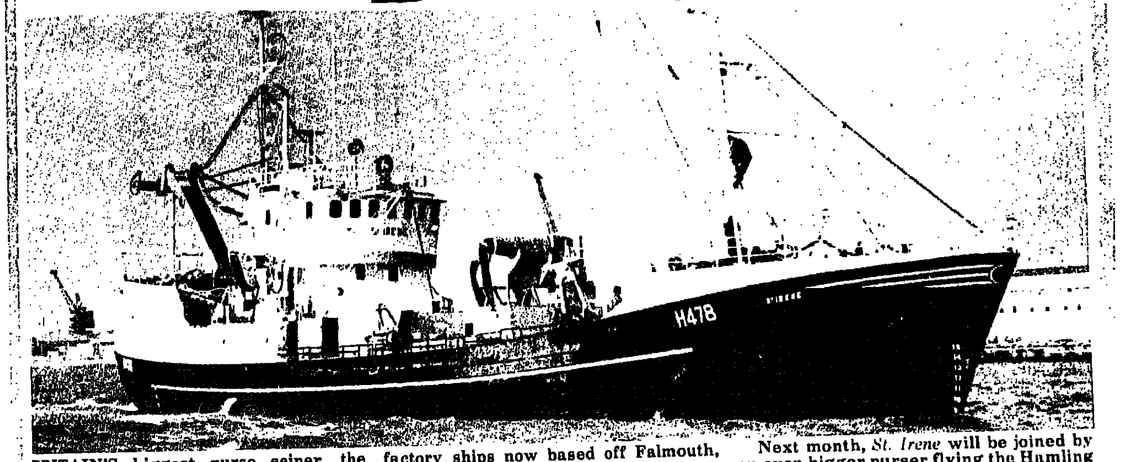
In a masochistic way, there are some trawler owners who would have preferred to have known the worst now, instead of having to face another year of pleading for help while trawlers continue to pour money down the drain. But for those owners who have got an inshore building programme under way, it does buy time while they restructure their fleets.

Certainly, as far as Europe is concerned, the aid from the Government is an admirable political gesture. For years now the Danes and Germans have been shoring up their deepsea fleets with aid in the hope that it will make their case stronger at the EEC negotiating table.

Although our deepsea ports have been pressing for help for a long time, it is noticeable that it was only when Fleetwood trawler owners put the boot in about the burden of dock labour they had to carry that, suddenly, the Government listened. Perhaps this has something to do with Minister John Silkin being sponsored as a member of Parliament by the Transport & General Workers' Union.

For those ports which have quite rightly resisted the intrusion of organised dock labour into their operations, it seems they would get little help from a Labour Government if they get into trouble.

Hull's giant purser



BRITAIN'S biggest purse seiner, the 154ft. *St. Irene*, is "settling down nicely" according to owners Thos. Hamling & Co. of Hull. Delivered last month, she made straight for the mackerel grounds and has been transhipping to Eastern bloc factory ships now based off Falmouth, Cornwall.

Her crew of 14 is supplemented by Norwegian personnel acting as advisors. The vessel was bought second-hand from Norway.

Next month, *St. Irene* will be joined by an even bigger purser flying the Hamling flag. This 225ft. vessel, which is also designed for trawling, is now fitting out at the Flekkefjord Slipp shipyard in Norway.

Next meeting in January

BLOW TO CFP —FRENCH HEAD TALKS

FISHERIES MINISTER John Silkin delivered the final blow to German attempts to settle the common fisheries policy before their Presidency of the EEC Council of Ministers ends on December 31 at talks in Brussels on Thursday last week.

After a 2½-hour meeting with Fisheries Commissioner Finn Gundelach, Mr. Silkin said that EEC Fisheries Ministers would not meet again until the end of January.

However, the French then take over the Presidency, which could really delay progress on a settlement.

The Germans have made a great effort to settle the 2½-year fisheries dispute in which Mr. Silkin has stoutly refused attempts by the other eight Member States to have an unfavourable solution agreed.

After the summit meeting between Chancellor Schmidt and Prime Minister Callaghan in mid-October it looked as if a settlement might be achieved before the end of the year.

German Fisheries Minister Joseph Ertl and John Silkin agreed to bury the hatchet and, for a few weeks, there were visions of an agreement among growing fears of a sell-out by British fishermen.

The myth was abruptly exploded on November 24 when Mr. Silkin at last disclosed British demands. Although intended only as an opening gambit, they were immediately thrown out by the other Ministers as being blatantly discriminatory and in breach of the Treaties.

Joseph Ertl was furious as he interpreted the demands as indicating that the UK had not moved an inch and that the British gestures of conciliation had merely been a charade.

He referred the matter to the EEC summit meeting on December 4-5 in the hope that a political solution would be found, but the EEC leaders were preoccupied with the new European Monetary System.

Returned

Perhaps under instructions from Prime Minister Callaghan, John Silkin came to Brussels last week to show that the fisheries negotiations had not irretrievably collapsed.

After his talks with Mr. Gundelach, John Silkin announced: "There is a reasonable basis for continuing discussions." He advised British fishermen "to be cautiously optimistic that the best possible settlement could still be reached."

Mr. Silkin said that Mr. Gundelach explained in greater detail the Commission's proposals for achieving a settlement. In particular he explained how fishing plans could be used to give British fishermen preferential fishing rights within the 50-mile zone, while still respecting the treaties.

Mr. Silkin said that he and Mr. Gundelach agreed that there was enough flexibility on both sides to make it worthwhile continuing negotiations. Mr. Gundelach would now sound out the other Member States.

Fisheries officials in Brussels are pessimistic of agreement being reached under the French, who take over the six-month Presidency of the EEC Council of Ministers on January 1.

They point out that, unlike the Germans who fish mainly in distant waters, the French have a strong interest in fishing within the British 12-mile zone. This will make it more difficult to settle the problem of historic rights, one of the main obstacles to agreement.

Mesh size

The French are also sore about the British unilateral conservation measures introducing a 70 mm minimum mesh size for nephrops fishing.

It is difficult to see how the French can disentangle themselves from such disputes to achieve the neutrality necessary to push through a settlement acceptable to the UK as well as the other eight Member States.

'Big seas' sink Pathfinder

THE SEVEN-MAN crew of the Scarborough keelboat *Pathfinder* (above) escaped unhurt when the 65ft. twin-engined trawler sank off Hartlepool last week.

Skipper Bob Mainprize and his crew spent half-an-hour in liferafts in heavy seas before they were picked-up by the crew of the Scottish trawler *Sharon Rose*.

Hartlepool lifeboat and a helicopter from RAF Boulmer had already started a full-scale search after Skipper Mainprize's Mayday message.

After the rescue the skipper told how the four-year-old boat, which cost £140,000 new, had sunk.

"We must have had about 60 tons of sprats on board and we were trawling before the wind. We opened the fishboxes doors to land the last haul.

"With the weather very rough and the weight of the fish below, we were a bit heavy in the water. Suddenly, she took a really big sea.

"The waves kept coming over and we couldn't get the bunker lids down and the water was getting below. She more or less went down within half-an-hour of me realising we couldn't save her.

"The weather was really bad with high seas and a tremendous wind which kept blowing the bunker lids off."

The crew — Ian Turnler, Lee Kane, Ken Lockey, Curley Fletcher, John Rowley and another man from Hull — stayed dry in the raft.

"I was the only one who got wet because I had to jump into the sea to reach the liferaft after getting off the Mayday message," said Skipper Mainprize.

Last September *Pathfinder* brought in a record 8,410 stones of sprats — the biggest herring haul since the Second World War.

What a day!

75-KNOT winds caused havoc at St. Mawes, Cornwall, on Tuesday when four boats were driven off their moorings.

First to break loose was *Jean Charles*. The boat's skipper saw her float away and he chased and boarded her. He was able to bring her back to her mooring after struggling to get the air-started engine going while adrift.

Just as *Jean Charles* was making her way back so *Waterloo Warrior*, the boat blown out of the water by a mine earlier this month, broke loose.

Her skipper managed to jump aboard a punt and the boat was eventually saved another dose of damage.

Events took a turn for the worse when *Kreisker* snapped her mooring next to *Reine-du-Ciel* — this boat's 1½ in. mooring hook being straightened by the drag — and they both went ashore.

Kreisker went ashore bow-first on sandy ground, but *Reine-du-Ciel* went sideways on a rocky ledge.

Crewmen had to wait for the tide to rise late at night before *Reine-du-Ciel* was assisted off by John Sawle's *Tyroca* and *Kriesker* made deep water again with *Nordland* standing by.

The boats in trouble are all ex-Frenchmen around 45 to 55 ft. long.

The wind backed down to a Force 6-7 on Wednesday, but local men have been unable to fish for at least ten days.

AGM DATE FOR SHARE MEN

THE HUMBERSIDE Share Fishermen's Association has reconvened its annual general meeting for 10.30 a.m. on Thursday, December 21, at the Central Hall, Duncombe Street, Grimsby.

All share fishermen, whether already active in the organisation or not, are invited to attend. Among a very full agenda will be the election of the association's officials and committee members.

Due to circumstances beyond its control, plans to hold the AGM on December 2 had to be cancelled and fishermen are advised to make a note of the new date.

SPARE LEG CRAB

A THREE-CLAWED female crab has been caught off Selsey, Sussex, by Skipper Jeff Birkett of the crabber *Cathron*.

The crab (right) — a rare specimen — was handed to scientists from the Fisheries Laboratory, Burnham-on-Crouch, who were working in the area.

A spokesman for the Laboratory said that the duplicate claw was complete in every way and had replaced one of the walking legs.

The scientists confirmed that the crab was rare — tens of thousands of crabs had been examined during the Laboratory's crab programme and, although crabs with deformed claws had been recorded, a crab with three claws had never been seen before by any of the men.

Skipper Birkett's specimen is to be an exhibit in the British Museum's crustacean collection.

'No urgency' at latest joint mackerel talks

CORNISH fishermen are continuing their push for stronger conservation measures on mackerel. At a meeting of the Cornish Fish Producers' Organisation in Newlyn last Saturday there was strong support for a seasonal ban on netting inside 12 miles.

Although the meeting proved amicable, it was made plain that there was little sense of urgency on conservation amongst the bulk catchers.

The unequivocal statement from the Cornish PO that huge quantities of immature mackerel are being caught in spring and autumn was accepted, but no immediate action was agreed. It was made clear that some action was essential in time for spring 1979.

Various measures were discussed and representatives are returning to their organisations to test opinion on a seasonal ban on netting mackerel inside 12 miles off the south-west.

The CFPO put forward suggested dates for this ban of March 1 to November 1, but no agreement was reached on any such detail.

Other subjects discussed were mostly concerned with safety at sea. A high proportion of the British fishing fleet is working in the south-west area and the risk of collision is very great indeed.

Improved radio provision was suggested and the CFPO is already pressing for an additional channel for fishing communication; it was reported that incidents between fleets of small boats and large vessels this season has been aggravated by failure to communicate.

Various ways of separating different sizes and catching methods of boats were discussed with no agreement.

The Cornish PO still insists that a six-mile limit inside which the 80ft. vessels may not fish for mackerel is urgent and essential.

The inevitable mixture of very small inshore boats and distant water vessels working as close in as three miles is far too dangerous to be allowed to continue.

Reduction on tariffs

THE EEC Council of Ministers has agreed a further reduction in the tariffs on imports of certain categories of cod, haddock and hake.

The new rate of duty will be nine per cent for six months from January 1, 1979, and will apply to imports in the presentations, whole, headless or in pieces, and fillets of these species whether fresh, chilled or frozen, provided they are intended for processing for human consumption.

This reduction of duty will not apply to fish subject exclusively to one or more of the following treatments: cleaning, gutting, simple cutting, sorting, labelling, simple packing, icing freezing, deep freezing, thawing, retailing, catering.

The total suspension of the tariffs on imports of herring for processing has been continued until June 30, 1979.

The suspensions will be reviewed early next year.

Show in south

THE South-West Fishing Gear show is to be held in May next year. Dates for the second show are May 9-12 inclusive and the venue is the same: Cloverleaf Garage car park at Lyme Regis, Dorset. More details from Roy Gollop at Millgreen, Lyme Regis.

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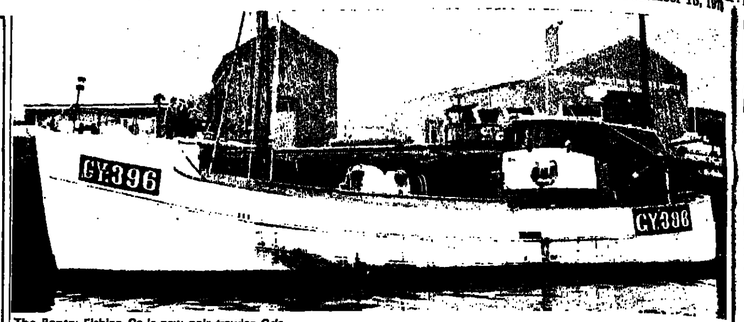


The Bantry Fishing Co.'s new pair trawler *Oda*.

More Danish boats flood in

GRIMSBY'S seiner and pair trawler operators added three more second-hand Danish-type fishing vessels to their fleets last week and a fourth was on her way across from Esbjerg.

First to arrive was *Oda* (GY 396), which has been bought by the Bantry Fishing Co. Ltd. and will operate as a pair trawler through the Danbrit agency. *Oda* underwent an extensive refit in Denmark for her new role, which included the addition of a Norlau hydraulic net drum and separate gilson winch.

Command of the 65-footer has gone to Skipper Albert Albretchsen, formerly of the Bantry's *Athabasca*, which will link-up with *Oda* to form a new permanent pair team at Grimsby.

Skipper Billy Christie, the relief skipper for *Athabasca* in the past, has now assumed command and the new team left for its pre-Christmas maiden last weekend. An application to rename *Oda* is with the authorities.

Meanwhile the former Lemvig-registered wooden-trawler *Mette-Ruby* (GY 399) also arrived at the Humber port at the beginning of the week. *Mette-Ruby* is to undergo extensive conversion for anchor-seining during the winter for her Grimsby owners, who have placed the 38-tonner in the John R. agency.

It is understood the conversion work is not likely to include the removal of the vessel's existing whaleback, and *Mette-Ruby* could create an important precedence in anchor-seiner safety at sea which other owners are certain to watch with interest.

Last across from Esbjerg was the ten-year-old anchor-seiner *Jenla Repia* (GY 390). The 43-tonner fished her way over to Grimsby under the command of Skipper Bjarne Olesen and, considering the terrible weather, could not be faulted for a start of £2,949 from just 74 kits.

Jenla Repia has already been renamed *Gitte Lina* by the owners and will operate through the fast-expanding Jubilee Fishing Co.

Due this week, or early next, is another former Esbjerg anchor-seiner which Skipper Trevor Potter has bought as a replacement for *Ada Jean*, lost off Hartlepool last summer.

She is the 59ft. *Toledo* (GY 401) and will operate through the Danbrit agency at the Humber port.

Mette-Ruby — to undergo an extensive refit before beginning her career complete with whaleback as an anchor-seiner from Grimsby.

'NATALI' UNDER ARREST

THE SPANISH shellfish well boat *Natali* broke down 45 miles south-west of Guernsey and ended up being arrested.

She was on passage to the island from Santander, and was towed to St. Peter Port where she was arrested by Her Majesty's Sheriff on the island, Frank Le Cocq.

A Singapore-registered vessel and a French lifeboat and helicopter went to *Natali's* assistance. The vessel *Skipper* towed *Natali* first to Jersey and then to Guernsey.

Then the owners claimed salvage and requested that *Natali* be placed under arrest.

The cause of *Natali's* breakdown was later established as water in the fuel.

£26,455 seiner record

ANSTRUTHER Skipper 'Davie' Smith broke the Scottish seine net record at Peterhead on Tuesday with a massive £26,445 landing. Following an eight-day trip *Argonaut IV* hit a fish starved market on which haddock was making up to £40 a box.

The total record breaking catch was 771 boxes, mainly codling, from the Norwegian sector.

Dodging

The trip was even more remarkable because Skipper Smith had spent a-day-and-a-half dodging very heavy weather.

The previous top seiner grossing of £22,269 was set by the ill-fated *Acacia Wood* just a few weeks before she was lost with all hands.

HEALTH FEARS HOLD BACK IRISH MUSSELS

THE potential importance of mussel farming to the Irish fishing industry and the economy as a whole has hardly been recognised according to Michael Crowley, of the Dublin Fisheries Research Centre, speaking at a seminar on mussel farming in County Mayor, Southern Ireland.

The two-day event was organised by the Irish Department of Fisheries and attracted over 200 representatives, including fishermen, biologists, researchers and students.

Mr. Crowley told the seminar that the mussel was a more nutritious food than the oyster, but there appeared to be resistance to them among the Irish because of an unspecified fear that they might be harmful to health.

The National Board of Science and Technology was undertaking a survey of the Irish coastline with the aim of providing a map that would show suitable fish farming areas.

Dr. F. A. Gibson, of the Fisheries Research Centre, said there was only a small percentage of the 3,500 miles of coastline available or suitable for fish farming.

He stressed the great need for co-operative fish farming as the capital requirement was much greater than many people assumed.

Christmas break

MOST trawler owners at Grimsby have now suspended sailings until after Christmas because there is not sufficient time to make a paying trip before the fish market closes on December 21.

A spokesman for BUT told *Fishing News* its last trawler *Ross Juno* left for the North Sea fishing grounds on December 6 and the firm would not be putting anything to sea until December 27 or 28.

H. L. Taylor Ltd. was hoping to be able to have possibly two ships putting to sea just before Christmas to be ready for landing when the market re-opens on January 3, but the plan had to be abandoned earlier this week.

The early closure of the market has also affected the port's pair trawling fleet and it is very unlikely further sailings will be made by this section of the fleet until after the festivities.

Koreans crewing Irish boat in Cornwall

'THIRTY-MINUTE LOOPHOLE

"IT IS A travesty of the traditional use of flags of convenience to find that we now have foreign vessels proudly flying the Red Ensign," said David Mudd, Conservative MP for Falmouth and Camborne, in a fishing committee in the Commons last week.

He told of an Irish vessel then in Falmouth which is flying the British flag and carrying a Korean crew!

Alick Buchanan-Smith (Con., North Angus and Mearns) asked about the extent of British registration of foreign vessels.

He claimed that only a British skipper with a foreign vessel and crew was necessary for this to be possible and that the process of registration could be completed in 30 minutes.

Edward Bishop, Minister of State for Agriculture and Fisheries, said that the Government were satisfied that registration of foreign vessels was on a small scale and had small influence at present on the structure of the fleet.

The debate centred on grants to the industry. Mr. Bishop said that the industry's own contributions of nearly £18m. a year towards its own efficiency showed a cautious optimism in the future, while Mr. Buchanan-Smith thought this indicated "tremendous faith" in the future.

Sir John Gilmour (Con., East Fife) quoted a report in *Fishing News* that a 225ft. purse seiner — the biggest ever ordered by a British owner — would be delivered from Norway next January, and also quoted from the same edition "signs that the Humber is set for a big investment in new boats."

In other words there was a likelihood, with the end of the Humber deep water fleet, of owners building boats and coming into competition with the existing inshore fleet.

Mr. Bishop said the White Fish Authority and Herring Industry Board kept the possibility of future distortion of the structure of the fleet in mind when approving grants. The HIB did not approve grants for new purse seiners. The one mentioned had been built without grant.

PURSER STARTS SEASON

THE 193-TON Danish purser *Fabrian* (HG 224) got Grimsby's winter sprat landings away to a bumper start when she turned out 144 tons last week through the Tom Sleight (F.S.) Ltd. agency.

Fabrian had been working on shoals off the Yorkshire coast when the weather closed in, so she put into the Humber port.

She was followed by *Stromso* and *Tenna Winther*, which also landed over 100 tons.

However, by the end of last week, none of the local Grimsby spratters had landed anything at home.

The nearest to a local landing came from the Wells mini pair team *Romulus* (Skipper Tony Fulford) and *Remus* (Skipper Paul Lezer). They had just seven tons between them.

Variety at last

FLEETWOOD had its biggest variety of landings in years last week when supplies came in from the White Sea-Norwegian coast, Faroese, Icelandic and home water grounds. Most successful trawler was the Icelandic *Bjarturr*.

The vessel had 1,608 kits — mostly cod — worth £59,690.

There was only a small catch from the other Icelander to land. *Godarnes* had 376 kits for a grossing of £8,652.

There was disappointment over the grossing of the Faroese liner *Thomas Nygaard* which had a catch of 530 kits. It was expected that the vessel would have top-quality line-caught fish but, according to merchants, the fish was not up to the quality expected and the vessel made only £19,354.

However, even that figure was reasonable in comparison with grossings by the Marr trawlers *Gavina* and *Luneda*, which were the first Fleetwood trawlers to work the White Sea-Norwegian coast grounds in months.

They made the long trek only to find the weather in different and the fishing worse.

Top of the two was *Gavina* (Skipper Charlie Scott), which returned to port after 25 days with 530 kits which sold for £16,500.

Skipper John Burns — like Skipper Scott — has a lot of experience on the grounds but he also found fishing extremely slack in *Luneda*. Her 418 kits caught in 23 days sold for £12,668.

It was also a sorry story for the port's near water trawlers which were hit by bad weather, with the top grossing being only £8,841. This was made by *London Town* which had 293 kits.

Crewmen's wives are sailing into Fleetwood aboard Icelandic trawlers landing at the port. With inflation raging in Iceland, the cheap shopping in England more than makes up for a possible rough sea trip.

Iceland homes in

GRIMSBY came through another difficult trading session last week mainly due to foreign landings by Icelandic and Belgian vessels.

The overall supply position at the Humber port was eased further by heavy overland imports of frozen fish — mainly cod and plaice from Holland — plus a reported 1,650 tonnes of frozen fillets, again mostly cod, haddock and plaice, landed during the week.

This fish came into the commercial docks from the Norwegian freezer trawlers *Ole Saetrmyer* and *Labrador* and the Icelandic carrier *Selfoss*.

The port had its busiest week with Icelandic trawlers since wet fish landings were resumed at the beginning of October — and they swept all before them.

The Fylkir-agented *Runolfur* (Skipper Runolfur Gumundsson), back at Grimsby for the second time in a month, grossed £58,753 from a 1,481-kit turnout to spearhead the invasion.

The catch included 850 kits of codstuffs, nearly 200 of haddocks and 160 of plaice.

The big stern dragger was followed up by *Ran* (Skipper K. Sigmundsson), also back for the second time, on £47,720 from 1,339 kits sold through the Boston-Sleight agency.

The sidewinder landed 656 kits of codstuffs, 112 of haddocks, 352 of plaice and 160 reds and was miles ahead of the third Icelandic ship *Otto Wathne* (Skipper Trausti Magnusson). Her turnout of only 405 kits, mostly haddocks, grossed a rather disappointing £13,002 through the Fylkir agency on a 'poor' Friday market.

Best trip by the Belgians came from the Hamling-agented *Bluebird* (Skipper C. Couwyzer) which clocked up £14,603 from a 13-day North Sea trip of 291 kits, mostly of plaice. United Seiners weighed in with £8,671 from another big plaice trip by the beamer *Oscar Hertsen* (117 kits).

H. L. Taylor's *Osako* (Skipper Donnie Ball) produced the top local trawling trip with a grossing of £17,902 from a 15-day North Sea trip of 621 kits, including 124 of haddocks, 153 of cod, 139 of dogs and 20 of flats.

However, the weather again played havoc and, at the other end of the scale, there were heavy losses mostly through broken trips. *Ross Panther* (£9,743), *Ross Jaguar* (£13,468) and *Nordsee* (£6,902) were examples.

New look 'football fleet'

LOWESTOFT has been busy re-registering the 'football fleet' bought from Consolidated Fisheries at Grimsby by the Claridge Group.

First to receive a new number was *Port Vale*. Strangely she has the number of the old Consol steam trawler *Loddon* — LT 309. She was formerly *River Kelvin* (GY 272) and was renamed *Loddon* and registered at Lowestoft when she was transferred by Consols.

Hudderafield Town is now registered LT 259; *Barnsley* LT 551; *Gillingham* LT 305 (same as the former steam drifter trawler *Sunnybird*); and *Notts. Forest* LT 346.

Aldershot has been refitted for oil standby work. As reported earlier, Claridge bought three more trawlers from Consol — *Carlisle*, *Crystal Palace* and *Real Madrid*.

Another Claridge Group trawler, *Samarian*, now looks like ending up in the scrapyard. All the useful gear has been stripped since she stopped fishing after sustaining engine damage.

Small & Co.'s *Suffolk Maid* was expected to leave on her first trawling trip this week following engine repairs.

Trawls for Africa

THE FIRST trawl in what could be a large order has been sent to South Africa by a south coast net-maker.

Southern Nets of Rye, Sussex, has supplied a 14-fathom Inca trawl for use by an 85 ft. trawler, powered by a 360 bhp diesel, which works from Mossel Bay, Cape Province.

The skipper of the boat is acting as the local agent for the net firm and he will suggest modifications to the net to suit local conditions.

'Chick' Holland, boss of Southern Nets, told *Fishing News* the net was fully braided on the lower panels to work on all types of ground, including rocky areas.

OBITUARY

SIDNEY PLATTEN, a former trawler skipper, has died aged 80.

After ending active fishing in 1950, he became a chief signaller at Killingholme, where queues of incoming trawlers had to wait for the tide and were assigned berthing and discharging turns for the daily fish market at Hull.

Skipper Platten, whose father (lost on *Butterfly*) was also a skipper, started fishing in 1912 and used to sail mainly for F.M.T. Ross.

Among the ships he went out with were *Faraday*, *Electra* and *Marconi*. One of his earliest commands was *Morgan Jones* and, in later years, he spent a while as skipper of Hemling ships.

While on naval service during both world wars, he was on minesweeping and patrol duties.

LONG-LIFE WARP ROLLERS

EARLY next year Shortway Rope Guides Ltd. of Peterhead expects to be marketing a complete range of warp roller equipment for fishing vessels.

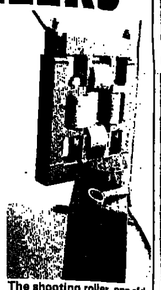
The equipment will include winch barrels and leading on gear, all guaranteed to last for at least a year.

The firm has already supplied a set of rollers to the Aberdeen trawler *Cedarlea* for use in the spooling gear of the trawl winch. After ten weeks, use the rollers showed no signs of wear, whereas conventional units normally need replacing after six weeks or so.

Shortway is well known for its seine rope towing roller which was introduced about two years ago and was runner-up in this year's TDC Innovator Awards competition.

Recently the firm has introduced several new units for seine netters including the shooting roller. It is designed in the interests of long life, safety and efficiency and features the same proven principles as used in the towing roller. The difference is that the new unit has four rollers which form a box to contain and protect the rope.

Mounted on the boat's toprail, it is designed to replace the vertical and horizontal shooting bars traditionally used aboard seine net vessels and is mounted on the boat's toprail.



The shooting roller, one of the new units introduced by Shortway Rope Guides Ltd. for seine netters.

KIDS LOSE OUT AS SKIPPERS LEAVE FISHING

THE latest casualty in the Hull fishing industry is one of its social highlights — the annual dinner/dance of the local trawler officers' guild.

Except in wartime days, the events have been held every year since the inception of the guild in 1931, but now the function is being discontinued.

Skipper Tom Nielsen, the Hull Guild's secretary, told *Fishing News*: "Our annual dinner/dance has always been a function confined to members of the fishing industry and associated enterprises, but we can no longer count upon old-time support as many of our former guild members have left the industry following a big-scale lay-up of our distant water fleet.

"The number of trade ancillaries have also been hard hit, and ever increasing costs in running our dinner/dances have also affected their viability.

"Right from the inception of our social events, the proceeds have been devoted to benevolent and other good causes connected with the local fishing industry. In all many thousands of pounds have been raised.

"Latterly all the profits made at the guild's annual dinner/dances have been devoted to the provision of a day's outing for children of Hull trawlermen lost at sea.

"No praise is too high for the part taken in them by our guild's ladies' committee and the local staff of the Royal National Mission to Deep Sea Fishermen.

We can only hope that other interests can fill the gap caused by our own guild's very reluctant withdrawal from them.

"The thrills which our outings gave to the kiddies participating made our own efforts well worth while, and I sincerely hope that alternative means of ensuring a continuation of such trips can be found."

Water exports worry

CORNISH MP David Mudd has called for an end to the "massive export" of Falmouth and Penryn water to Eastern bloc fish factory ships off Falmouth.

The Falmouth-Penryn area is currently the South-West Water Authority's worst drought spot, with reservoirs serving the two towns well below their levels at the height of the 1976 drought.

Mr. Mudd has suggested to the South-West Water Authority that the water for the factory ships should come from St. Mawes, where there are no water restrictions.

Docks managing director Ian Sutherland said the possibility of using St. Mawes was being examined, although there were some problems.

Pout Box 'justified'

THE UK has sent the European Commission in Brussels detailed observations concerning the extension of the Norway pout box.

This is part of the legal process begun by the Commission on October 27 against four conservation measures taken or proposed by the British Government.

The other measures concern the Mourne herring ban, Isle of Man and Northern Irish Sea herring ban and the 70 mm minimum mesh size for nephrops.

The British Government was given until December 4 to give its observations after which the Commission would prepare a reasoned opinion to present to the European Court of Justic in Luxembourg.

The UK has so far only replied on the Norway Pout Box because this is the only measure currently affecting other member states. Sources in Brussels point out that this is also the most important of the four measures and the one where the UK has possibly the strongest case.

Not surprisingly, the Government is sticking firmly to its decision to extend the Norway Pout Box to 2 deg. E from October 1 to March 31.

The Government agrees that the main disagreement is not over the need to control industrial fishing for Norway pout, but the method. It considers that the Commission's proposals — a smaller Pout Box, ten per cent by-catch limit and quotas for haddock and whiting are inadequate.

The importance of the problem is shown by an ICES estimate based on 1975-76 figures that 100,000 tonnes of mature haddock and whiting could become available if pout fishing was stopped.

The UK argues that the EEC has proved incapable of agreeing on adequate conservation measures because of the basic clash of interests between those Members catching fish for human consumption and those for industrial purposes.

It points out that the Commission originally proposed extending the box to 4 deg. but had to drop the proposal because of Danish opposition. For a brief period in 1977 a smaller pout box was in force.

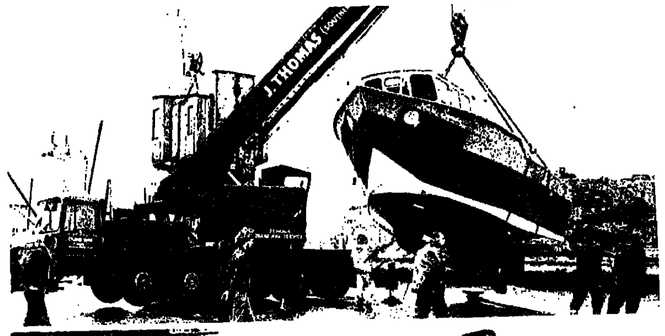
Since 1976 the problem has been discussed in Brussels and the EEC but to no avail. The UK says it was now obliged to act unilaterally, using the latest scientific advice of ICES in order to protect immatured haddock and whiting stocks.

Newhaven's new scalloper

SKIPPER Tony Hayward of Newhaven saw nine months of hard work craned into the harbour on Friday last week — his new 41ft. 6in. long steel-hulled scalloper *Nicki Symone*. The hull was built by John Robbins of Newhaven and Skipper Hayward has almost completed fitting her out. The beamy boat will take just another month or so to be made ready.

Skipper Hayward has been skippering local boats for around 15 years and this is his first venture into ownership. His plans almost went wrong when a fire at the yard claimed around £2,000 worth of uninsured gear—and the day before the blaze his reconditioned Gardner 6LXB diesel had been in the shed! If this had been lost, it would have been the end.

So it was with a real sense of satisfaction that his wife named the boat after herself with a quick grab at a bottle of champagne as the boat was swung over the quay by crane. Minutes later *Nicki Symone* was lashed to the local boat *Two Sisters* and was on her way to her mooring for final fitting out.



Left: *Nicki Symone* is moved across Newhaven harbour by *Two Sisters* for final fitting out. Top: steady as she goes as the boat is lifted in a high wind. Above: in the water at last. Right: her jubilant skipper, Tony Hayward.

Top Suffolk skipper turns part-owner

'VERA LOUISE' LANDS MAIDEN

SKIPPER PAUL MEAN of Lowestoft landed the maiden catch of the new stern trawler *Vera Louise* on Friday to start a career as a part-owner.

The wooden 75-footer built by the Eyemouth Boatbuilding Co. is owned by Skipper Mean and Mike Burton of Newington Trawlers, Hull. The yard has already built a series of Burton boats for Newington.

"I was offered a super deal of partnership. It was something I couldn't refuse," said Skipper Meen. The new trawler, he said, was "a very good sea ship."

She earned £2,784 for 77 kits, mainly prime cod, when she landed her four-day trip at Lowestoft. She started her second trip on Saturday.

The first kit from the Hull-registered vessel (H 474) was sold to Maurice Reed of Roy Dowsing for £77, which was donated by her owners to cancer research.

Mr. Read was presented with the traditional bottle of whisky by Skipper Mean. The vessel is managed at Lowestoft by BFP Fish Selling Co.

Until earlier this year Skipper Mean was with the Boston Group for 17 years working out of Lowestoft.

In 1974, when in command of the larger stern trawler *Boston Sea Dart*, he was top-earner at the port. More recently he has commanded *Boston Sea King*, which is nearer the size of his present command.

The other four crew members are: Ralph Powell (mate), Ray Palmer (third hand), Dave Taylor (chief engineer), and Peter Bessey (deckhand-cook). Mr. Powell and Mr. Bessey formerly sailed with Skipper Meen on *Boston Sea Dart*.

Plans for *Vera Louise* include both North Sea trawling and going after mackerel on the south-west grounds. The vessel will probably be based much of the time at North Shields.

Built of iroko planking over double oak frames, she was one of the first large boats to use the new slipway at Eyemouth, Berwickshire, designed to take boats up to 90ft. with draft of 14ft. and beam of 22ft. 6in.

The vessel was re-slipped on this new slipway for her final checkover before leaving Eyemouth.

Vera Louise is designed for stern trawling and pelagic fishing, with much of her main equipment being specifically designed for the vessel.

Her engine is a Caterpillar D379TA at 565 hp at 1,225 rpm with Fernholt and Gierstein stern gear, controllable pitch propeller and nozzle.

A Gardner auxiliary is provided for stand-by purposes and this also drives a stand-by bilge pump, auxiliary generator and net retrieval system. Four tanks in the engineroom hold 3,300 gallons of fuel.

The electrical circuit for the vessel is designed to comply with new DoT regulations and was installed by Wm. Collin of Eyemouth. The main and auxiliary engines drive 22 Kw 110 V dc Transmotor generators. A 24 V dc circuit is fed from the 110 V circuit by rotary convertors.

Two sets of standby Exide heavy-duty batteries are provided to the 24 V circuit in case of emergency and for starting the auxiliary engine.

In addition, the normal shore supply of 220 V ac can be fed to the vessel and used to feed the 220 V ac power points in the vessel, to charge batteries and supply a 24 V circuit. The electrical system is controlled from the main switchboard (supplied by William Broady & Sons of Hull) in the engineroom which was designed to reduce controls to a minimum. Only two switches are required to bring the electrical supply into operation when starting the vessel from cold.

In the event of failure, a contactor is made which actuates an emergency lighting system from the batteries; alternative supplies are available to all systems.

Her Tenfjord power-assisted steering is coupled to a Decca auto-pilot. The pump is driven by a separate electric motor situated aft, near the steering gear.

The fish hold is situated forward of the engineroom and has stanchions and pond boards of aluminium alloy. The fish hold is partially shelved and lined with galvanised mild steel. The deckheads and bulkheads are insulated, while a well is fitted in the fish hold to enable industrial fish to be mechanically unloaded.

Forward of the fish hold there is a net store which contains the sonar compartment. Right forward there is the main water tank and a chain locker. Access to these compartments is from the upper deck.

The accommodation is in the forecastle, on the main deck, and is of an unusually high standard for an inshore vessel. There is a six-berth crew cabin and a separate skipper's cabin with a heating compartment and oil skin lockers. A large messroom and galley contains an electric Kempsafe cooker. Forward of the messroom there is a toilet and washbasin compartment to port and a shower compartment to starboard.

Ahead of the washing facilities there is a large store to hold an LEC deep freeze and stowage racks. The whole accommodation is kept warm by electric heaters and hot water is supplied from an electrically-heated boiler. A pressurised water system is maintained by a Godwin pump.

The steel wheelhouse is above the forecastle and access is direct to the accommodation as well as to the upper deck.

The wheelhouse has three steering positions and two engine control positions, while aft there is a control panel to directly operate the winches.

Electronic equipment includes a Decca Mk. 21 Navigator, 350 Plotter, sonar, radar, echo sounder, Sailor radio/transmitter and VHF, Watchkeeper, autopilot and talk-back. Full DTI safety equipment is supplied and there are Walter Kidde heat

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ST LEGER FLIES THE FLAG FOR GRIMSBY

A NEW multi-purpose steel inshore fishing vessel sailed into Grimsby with her flags flying last week. She is for Thomas Hamling & Co. Ltd.'s Grimsby subsidiary A. E. Richardson & Co. Ltd.

The 59ft. *St. Leger* (H 482) is unquestionably the most sophisticated vessel for her size in Grimsby's inshore fleet.

She has chalked up a string of firsts. *St. Leger* is the first new vessel to arrive at Grimsby for exactly 12 months; first new vessel delivered to Richardsons since the Hamling take-over nearly a year ago; the first new vessel built for the inshore industry at Grimsby in the past ten years; and the first vessel to come from the Hepworth Shipyard Ltd. of Paull since it re-opened under new management.

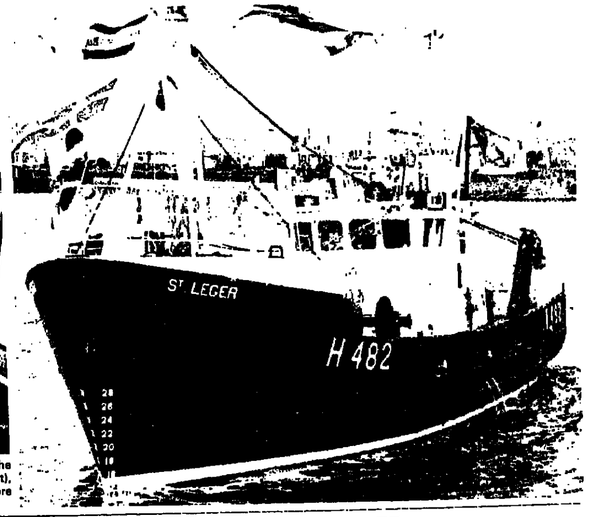
St. Leger is powered by a 12-cylinder Baudouin main engine developing 390 shp at 1,600 rpm to drive a Bruntons four-blade propeller in a nozzle. She has a 5:1 reduction and reverse gearbox. Deck machinery includes a Norwinch M204 low-pressure hydraulic winch and a 26in. Technor power block on a cranked jib.

The compact wheelhouse is packed with electronics including two Furuno echo sounders, Wesmar sonar, Decca RM 914c radar and 350T track plotter, with a Cetrek autopilot linked to K. & L. hydraulic steering.

Command of *St. Leger* has been given to Skipper Jackie Zeebroek, who told *Fishing News* he was absolutely delighted with his new small trawler.

After fitting out with warps and Cosalt Concord trawls, *St. Leger* left Grimsby last weekend on her maiden with a four-man crew including Skipper Zeebroek.

The vessel conforms in every aspect to the Grimsby inshore boat landing criteria and the vessel will be working the 12-tide arrangement, so that the crew can discharge the vessel themselves. Full details of *St. Leger* shortly.



Skipper Jackie Zeebroek in the wheelhouse of *St. Leger* (right), the first new Grimsby inshore boat for ten years.

MEAL PLANTS 'WILL HELP SCOTS ISLES'

PLANS for two Western Isles fish meal factories — strongly criticised by national and local fishermen's organisations — would benefit the local fishing industry,

This was claimed by Rear Admiral David Dunbar-Naismith, deputy-chairman of the Highlands and Islands Development Board, when he officially declared open Stornoway Pier and Harbour Commission's new administrative headquarters at Amity House, on Esplanade Quay.

The meal plants are planned for Breasclete, Isle of Lewis and Ardveenish on Barra. See *Fishing News* December 8.

The commission, the oldest public authority in the Outer Hebrides, has renovated the listed Amity House with aid from the board.

Rear Admiral Dunbar-Naismith said: "Some of you could be excused for thinking that these fishery developments taking place on the west side could be to the detriment of Stornoway.

"On the contrary. I suggest that what is happening at Breasclete in the short term, and what will I confidently believe be happening in the long-term, will be to the benefit of Stornoway and that the local Stornoway fleet will expand in size.

"Once the EEC fishing policy has settled down I believe Stornoway may well become a very important fishing port for boats much bigger than any of us could visualise not so long ago."

The new commission HQ was the port's official custom house for almost 100 years.

Top Suffolk skipper

From page ten

and smoke alarms, CO_2 smothering system, Pyropress alarm system and bilge alarm.

Fishing gear is powered by a specially-designed hydraulic system. The main system is taken from two Volvo pumps driven from the fore-end of the engine to provide split circuits to port and starboard to feed two Colts trawl winches.

A secondary hydraulic system is fed by a triple pump which feeds the Lossie power block, Colts anchor windlass and Lossie net drum. A stand-by system is fitted to the auxiliary engine.

An hydraulic transducer winch be Eyemouth Farm and Marine Engineering is fitted on gantry aft.

The Eyemouth boatyard has a 67ft. seiner-trawler under construction. During the past year the yard has been extensively re-equipped to allow the use of air tools, aluminium welding and fabrication. A new shot-blasting facility has been installed, in addition to the new slipway.

SILKIN — ALL TALK!

SIR, With reference to your article "Brussels Fiasco" (*Fishing News*, December 1), Mr. Silkin and his predecessors have done nothing to protect our fishing industry over the years.

Back in June 1976, Lord (Fred) Peart called the fishing industry to a meeting in Whitehall and asked us what we wanted. He was told — a 50-mile exclusive zone for Britain.

In the 18 months since then Mr. Silkin has done a lot of talking but has achieved nothing. We still have what we started with before all the so-called "strong stands" — a three-mile territorial limit.

In answer to a question recently raised by Lord Kennett, Lord Goronwy Roberts, Minister of State, said that there were no plans to extend the United Kingdom's territorial sea from three to twelve miles at this time. How much time does the Government want? This problem has gone on far too long.

Mr. Silkin knows the industry demands a 50-mile limit but all he has done is to antagonise everybody and make more people the same as himself — an anti-marketeer. We believe that it is time the Prime Minister made fisheries a separate Ministry from agriculture. The post should be given to a MP who will work to return the industry to full employment.

Finally, it is we caterers and retailers who have to try to sell fish to the public — an increasingly difficult task due to high prices because we have to rely on imports of fish, often caught by foreign vessels within a few miles of our own shores.

David Toulson,
Confederation of Fried Fish Caterers' Associations,
100 Dixon Lane,
Leeds 12.

Gill netting — discrimination!

LETTERS

SIR, I was very disappointed to miss the meeting of the NFFO, held in Grimsby on December 10, when we were held up by bad weather.

As I was absent I was surprised and very pleased to find that I had been elected vice-chairman of the organisation, and would like to thank the members and hope I can justify their confidence in me.

I had hoped to be present to make some comments in the general aims of the organisation and in particular to express disapproval of the comments referred to in D. W. Roxborough's letter (*Fishing News*, December 1, 1978), on gill-netting by people representing national bodies on a tour of Denmark.

Gill-netting must be far less destructive of immature stocks than seining and trawling with 70-80mm mesh nets, and while each individual is entitled to fight his own corner, suggestions such as the one that gill-nets should be restricted to cotton are surely discriminating against one form of fishing.

This cannot be a correct attitude by a national representative without strong scientific backing.

The aims of national bodies and their representatives must surely be to fight for fair and sensible policies for fishing as a whole and let local conditions and market forces decide which catching methods prevail.

D. McKenny,
32 Fords Avenue,
Healing,
Grimsby.

NON-UNION MEN MISSING OUT

SIR, I was recently approached by two Humberside fishermen who feel strongly that they are in the dark over the fact that redundancies do not pertain to the fishing industry.

For a number of years fishermen of Grimsby have had deducted from their settlings a graduated pension scheme that states in small print that this contribution is towards retirement and redundancies.

According to some circles, fishermen are classed as actual labourers. If this is the case, where is the money that these hardworking men have paid compulsorily?

Quite recently a well-known firm in Grimsby sold its remaining fleet, thus putting a lot of men out of work. But there is no compensation forthcoming.

I know that the union is at present trying to come to a fishermen's redundancy solution, but what about the men who have devoted 30-40 years at sea who just did not believe in the unions?

A long time ago a famous admiral quoted the immortal words: "Now is the time." I state categorically that now is the time for the people who have lined the pockets of everyone from trawler owners to fish merchants' barrow boys to be recognised.

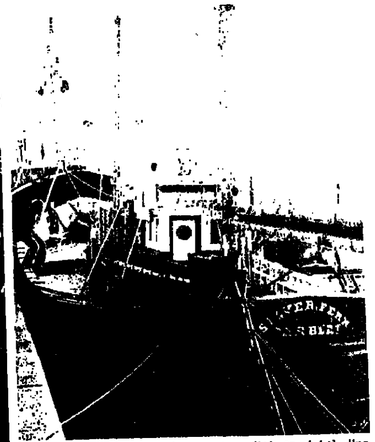
Rolfe Sale (Council),
Grant Street,
Cleethorpes.

What herring ban?

SIR, I think it is of interest to fishermen everywhere to know of the situation here in Ireland on herring fishing. In the banned area off Rossbeg, Co. Donegal, we still have travellers fishing for herring in waters only three fathoms deep.

It is a sad reflection on the Irish Government that it does not appear to be worried about the herring stocks or the small inshore fishermen.

Michael Boyle,
Rossbeg,
Co. Donegal,
Eire.



Left: *Silver Fern's* complete system (left to right): line hauler, molygogger-type fairlead, line drum, carousel and shooting tube. Above: stern shot showing the 6in. dia. plastic pipe shooting tube.

Gales halt line trials

HEAVY SEAS battering the south-west days on end have stopped the trials of *Silver Fern*, the first boat fitted with Transatlantic Fishing's Carousel longlining system.

Trials with the 8,000-hook, £8,000 system on the newly-refitted *Silver Fern* are now scheduled for this week, but a Southerly Force 8-9 was blowing on Tuesday. The boat is owned by two Porthleven, Cornwall, fishermen and she will work from Newlyn. Information about the system appeared in *Fishing News* last week.

Transatlantic Fishing is planning to make a cine film of the Carousel longlining system in action and a movie camera will be going aboard *Silver Fern*. This film is expected to be shown at the firm's Penryn showroom and at the Catch '79 fishing exhibition to be held at Olympia, London, next June.

Following its development with help from the White Fish Authority Industrial Unit, the Carousel has now been extended to hold 25,000 snoods.

The Irish and the Americans are certainly taking to the system. Enquiries from Irish skippers are being processed and Ian Frost, boss of Transatlantic, is aiming to supply them with 4,000-hook systems costing £4,000 to £5,000, complete with hydraulics.

In one week the firm received 59 enquiries from America and Transatlantic is setting up two agencies in the country — on the east and west coasts. Already, the firm has kicked off with orders for two systems from America, the first going to a boat at Gloucester, Massachusetts.

Both American orders are for 4,000-hook systems, but drums will be supplied to handle double that amount. It is hoped that more orders will come from America where the system is selling in competition with the home-developed Marco TiLiner.

The firm is getting in ahead of the competition, too, as Mustad is to introduce a mini system soon.

Ian Frost told *Fishing News* that his system is not as sophisticated as the Mustad Autoline now used by the Scottish boat *Anni-Elizabeth;* it is more mechanised than automated. However, this means that maintenance costs are reduced.

Transatlantic line drums have now been sold to around 50 boats and the firm is convinced there is a giant international market, as crew requirements can often be cut by half.

Next year Transatlantic is aiming to introduce two extras to the system: an automatic baiting machine and a hook cleaner.

The baiting machine is to work in conjunction with the 6in. diameter plastic shooting tube. Ian Frost told *Fishing News* that it is to work on a new principle and not 'bait at random like present machines.

Hook cleaners are expected to be available next month. Hooks will be cleared of used bait by pulling them through the cleaner before they are returned to the carousel.

Transatlantic has its own workshop, but is joining forces with Oceanic Engineering to produce the complete systems at a rate of up to ten a week.

MINI SYSTEM SOON

GOOD NEWS for operators of small boats is that Transatlantic intends introducing a special 2,000-hook system next year.

Named the Roustabout, the system is for boats 20 to 30ft. long and is based on a 3ft. diameter drum working on the same principle as the Carousel.

The Roustabout fits on deck and is made of galvanised steel. Price complete with ropes, hooks, snoods, etc., is expected to be around £2,000.

One model is on trials at present and a second is in the firm's showroom.

'ALBANNACH' FINALLY MAKES . . .

Stern trawler with a 'side-winder' loo

ONE of the more bizarre features of the boatbuilding scene during the 1970s has been the number of partly-built vessels left stranded after their builders had gone into liquidation. Eventually, the majority of these boats found their way to other yards for completion although some hulls were left lying around for several years before they could be finally fitted out.

One such vessel has just been completed by John Wood Group Shiprepairing Ltd. of Aberdeen, some four years after her hull was launched from an English shipyard.

She has been named *Albannach* (Gaelic for 'Scotsman'), although until her completion she was generally known by her yard number: 'Beta'.

The 85ft. vessel has been fitted out as a trawler and will fish from Aberdeen under the command of Skipper Stuart Chalmers who was formerly in charge of the pocket trawler *Cromdale*. Skipper Chalmers has taken a share in *Albannach* in partnership with the boat's engineer David Taylor and with John Brown and Son (Aberdeen) Ltd. — a member of the Christian Salvesen Group.

Albannach's history is somewhat complex. She was originally ordered from the Bute Slip Dock Co. by Scottish owners in association with the Salvesen Group. Her hull and basic superstructure were built on a subcontract basis by CBS Engineering of Liverpool, but at a later date was taken to the English yard of Glasson Marine, near Lancaster, to be fitted out.

This yard ceased operations before the vessel could be completed and so the hull, together with most of the engineroom fittings, was towed to Fraserburgh, where it was tied up for about nine months. In the summer of 1977 the hull was brought to Aberdeen to await a decision on its future.

The original part owners having by then pulled out of the venture, Salvesen looked around for a new partnership before putting the fitting out work in hand.

Extensive stability assessment was carried out on the vessel by the Napier Co. (Arbroath) and she comes well within current stability requirements for this type of boat. Despite the long lay-up the hull and superstructure was found to be in very good order and the vessel is of particularly stout construction.

John Wood Group Shiprepairing has completed the vessel ready for sea and, although some of the fittings have been bought recently, items of equipment were ordered by the original builders and so were sent to Aberdeen with the hull.

While in general appearance *Albannach* looks like a traditional 'side winder', she is in fact arranged for towing her gear from the stern.

The port and starboard towing blocks are hung from a cantilever-type gantry built into the after end of the deckhouse. From its own towing block each warp will travel down to a sheave on deck and then forward to another sheave mounted against the bulwark forward. From here it will cross to one of the centre bollards and then run aft to the trawl winch which is positioned at the fore-side of the deckhouse.

An auxiliary winch and a small gantry arranged aft of the deckhouse will be used to lift in the bobbin gear and fore part of the net, but the bag of fish will be taken aboard over the starboard side forward by use of a fish derrick mounted on deck.

Otherwise the vessel is of conventional pocket trawler layout and below deck is subdivided from forward into forepeak, fishroom, engine room and crew's cabin.

She has a transom stern, raked stem and semi-bulbous bow, and is of all steel construction except for the masts and hatch covers which are of aluminium fabrication.

With an overall length of 85ft., the boat has a length bp of 72ft. 6in., beam 22ft. 6in. and moulded depth 11ft. 3in.

Propulsion is provided by a Mirrlees Blackstone type ESSL6MGR turbocharged, six cylinder, air starting engine which develops 600 hp at 900 rpm and turns a Newage fixed pitch propeller through a Mirrlees Blackstone gearbox of 3:1 reduction ratio.

A Worthington Simpson air compressor and a Desmi bilge and general service pump are belt-driven from the shaft between the flywheel and gearbox.

The hydraulic pumps for the deck machinery [illegible] driven from the forward [illegible] of the main engine through [illegible] Karmoy gearbox. Two [illegible] 2713E six cylinder electric starting auxiliary engines [illegible] fitted and each develops [illegible] hp at 1500 rpm.

A Newton Derby [illegible] three phase 50 kVA a.c. [illegible] nator and Worthington Simpson air compressor are driven from the starboard [illegible] engine.

The port auxiliary [illegible] provides power for an [illegible] Newton Derby 220 V [illegible] nator and a Desmi bilge and general service pump. [illegible] engineroom fittings include [illegible] Turner fresh water [illegible] set, Heatrae electric [illegible] water heater, two [illegible] fuel transfer pumps [illegible] Watson and Dundas [illegible] front-type main electrical switchboard.

A small Honda 3kW harbour generator to feed [illegible] and lights is fitted [illegible] the whaleback.

Gear handling machinery [illegible] by Karmoy Mek Verksted [illegible] Norway. The 216.35 trawl winch has two main drums [illegible] a double score warping [illegible] whilst the 216.71 auxiliary winch comprises one [illegible] drum and two warping [illegible].

A Karmoy windlass is positioned on the whaleback. Hydraulic power for the deck [illegible] is provided by two Dowty Dowmatic variable [illegible] pumps and a Vickers [illegible] pump all driven from the forward end of the main [illegible] through the Karmoy [illegible] gearbox.

Winches have local controls and the oil flow of the [illegible] pumps is controlled by [illegible] controls in the wheelhouse. Insulated on [illegible], bulkheads and [illegible] with 3 in. fibre [illegible] lined with whitewood, [illegible] fishroom is arranged for boxing and shelving and is fitted with aluminium stanchions and boards.

Aluminium fish boxes are to be used.

The fishroom has a concrete floor and is served by two hatches. Electronic instruments in the wheelhouse are mainly supplied by Decca and Marconi.

Decca fittings include Simrad EQ echo sounder with C1 Echoscope and MA Echo Magnifier, 450 Automatic Pilot, 914 Radar, 350T Track Plotter, and two Mk 21 Navigators with 2604A dual Navigator/Track Plotter switch.

Equipment from Marconi includes the popular Koden Chromoscope K type CVS-885 echo sounder which presents soundings in colour. Other units supplied by Marconi include: Warden 111 watchkeeping receiver, 'Sailor' T126 R105 ssb radiotelephone and two "Sailor" RT 1445B vhf radiotelephones.

The hand and power assisted hydraulic steering gear is by Servi Styremaskin of Norway.

A Wynstruments Mk 3 blade type wiper is fitted to one of the wheelhouse windows, and the helmsman's chair is from Nordic Supply a/s of Norway.

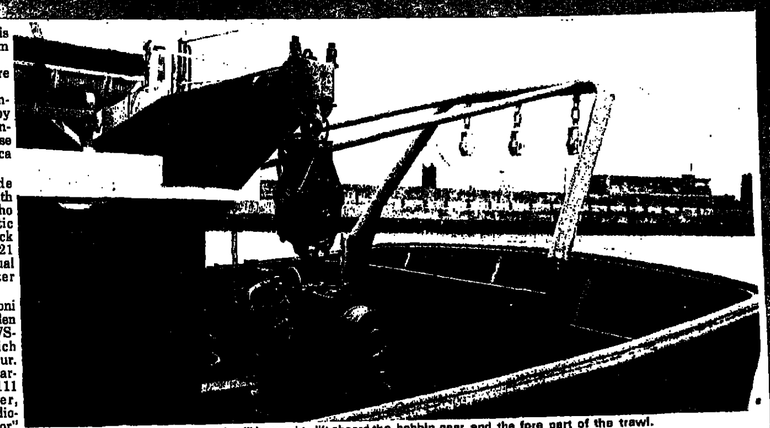
The all-electric fittings in the combined galley and messroom include a Humber St. Andrews 220V cooker, Creda grill, Heatrae water heater and Lec deep freeze cabinet.

A shower, toilet and wash hand basin are also arranged in the deckhouse.

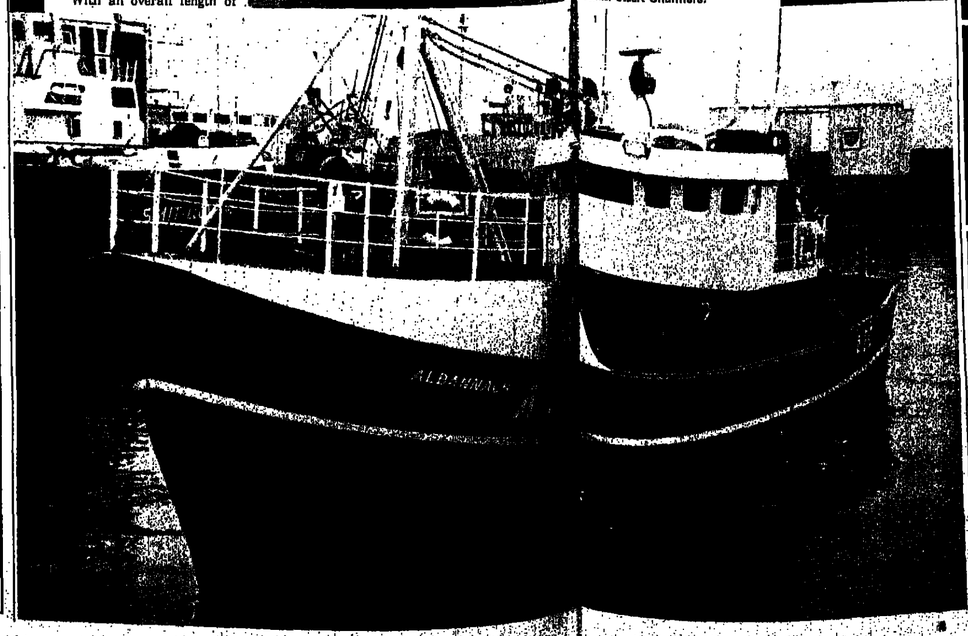
Bunks for eight are arranged in the crew's cabins below deck aft, and a cabin for the skipper is housed aft of the wheelhouse.

Heating in the cabins and deckhouse is by Ekco electric heaters. Bunker tanks port and starboard in the engineroom carry about 21,000 litres of fuel oil; fresh water is carried in a forepeak tank.

International Paints supplied the paint systems used aboard the vessel.



The auxiliary winch and gantry which will be used to lift aboard the bobbin gear and the fore part of the trawl.



[illegible] and below: the 85ft. *Albannach* set[illegible] out for sea trials. She will work under [illegible]-owner Stuart Chalmers.

LINE SKIPPER TAKES ON SEINER TRAWLER

...Aberdeen base for 75-footer

FORMER line fisherman John Gardner of Anstruther, Fife, has taken delivery of the 75 ft. seiner-trawler *Consort*. She is a new design boat built by the Macduff Boat Building and Engineering Co.

Partners in the boat with Skipper Gardner are William McKay Hughes of Anstruther and J. Marr (Aberdeen) Ltd. She will be based at Aberdeen from where she will work as a seiner.

Skipper Gardner is the son of ex-skipper Alex Gardner of Anstruther, who commanded the Aberdeen-based great line boat *Radiation* until his retirement a few years ago. John also sailed aboard *Radiation* and acted as skipper on a number of occasions.

Consort has a stout beam of 21 ft. 11 in. and depth of 11 ft. 7 in. The transom-sterned and wooden-hulled boat is the first of the new design from the Macduff yard, being stouter and beamier than earlier models.

She was designed by naval architects G. L. Watson and Co., in association with the builders, and incorporates all the features characteristic of modern Scottish seine netters, including a deck shelter and rope storage reels.

All the superstructure is of steel, except for the deck shelter and hatch covers which are made of aluminium.

Caledonian Engines Ltd. of Glasgow supplied the Caterpillar 3412 propulsion engine, which is turbocharged and jacket water after-cooled, and has a rated horsepower of 450 at 1,800 rpm. It drives the fixed pitch propeller through a Caterpillar 7231 gearbox of 4.5:1 reduction ratio.

Equipment belt-driven from the extension shaft at the forward end of the engine includes a 22.5 kW 110 V Transmotor generator, Desmi SA40 bilge and general service pump and two 24 V Transmotor battery charging alternators.

Hydraulic pumps for the gear handling machinery are driven off the forward end of the extension shaft through a Northern Tool and Gear 'Mastra' step-up gearbox.

Wilmar Engineering Services (Aberdeen) Ltd. supplied the auxiliary generating set. The unit is based on a Lister HR3 diesel engine developing 37.5hp at 1,800 rpm to power a Desmi 3 in. bilge and general service pump, 110 V Transmotor generator, 24 V Transmotor alternator and standby hydraulic pump for the seine and trawl winch.

Tanks in *Consort*'s engine-room hold about 3,500 gallons of fuel oil and the engine has electric starting.

A Northern Tool and Gear Mastra seine and trawl winch is fitted on deck, forward, in the shelter of the whaleback.

Fishing Hydraulics (Scotland) Ltd. supplied the two-drum system of seine rope storage reels and, also, the Rapp 24 RA power block and its Hiab 650 crane. A Beccles rope coiler is carried for standby use.

Hydraulic power for the winch is provided by a Dowty variable delivery pump which is driven from the forward end of the main engine through the Mastra step-up

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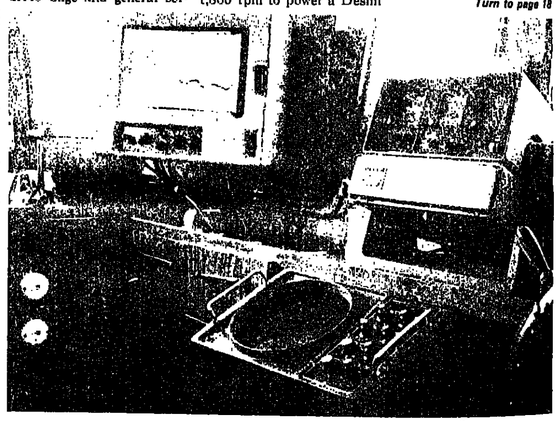
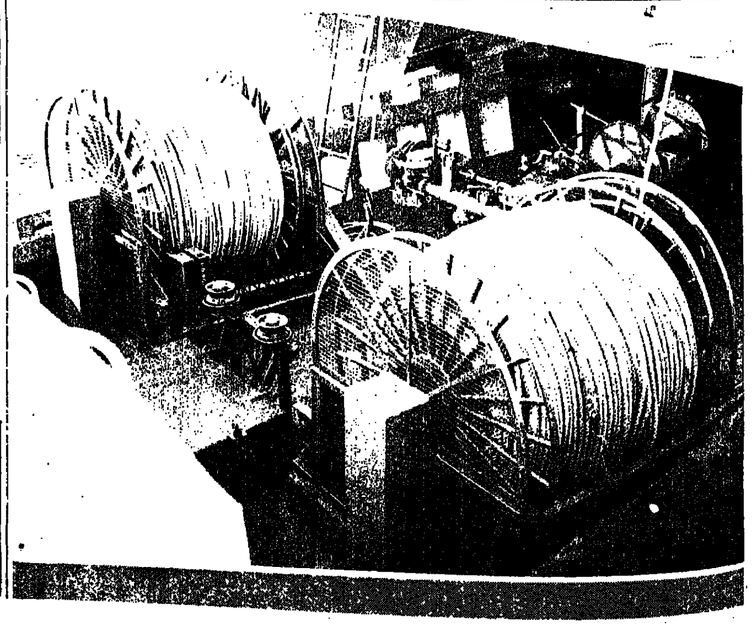
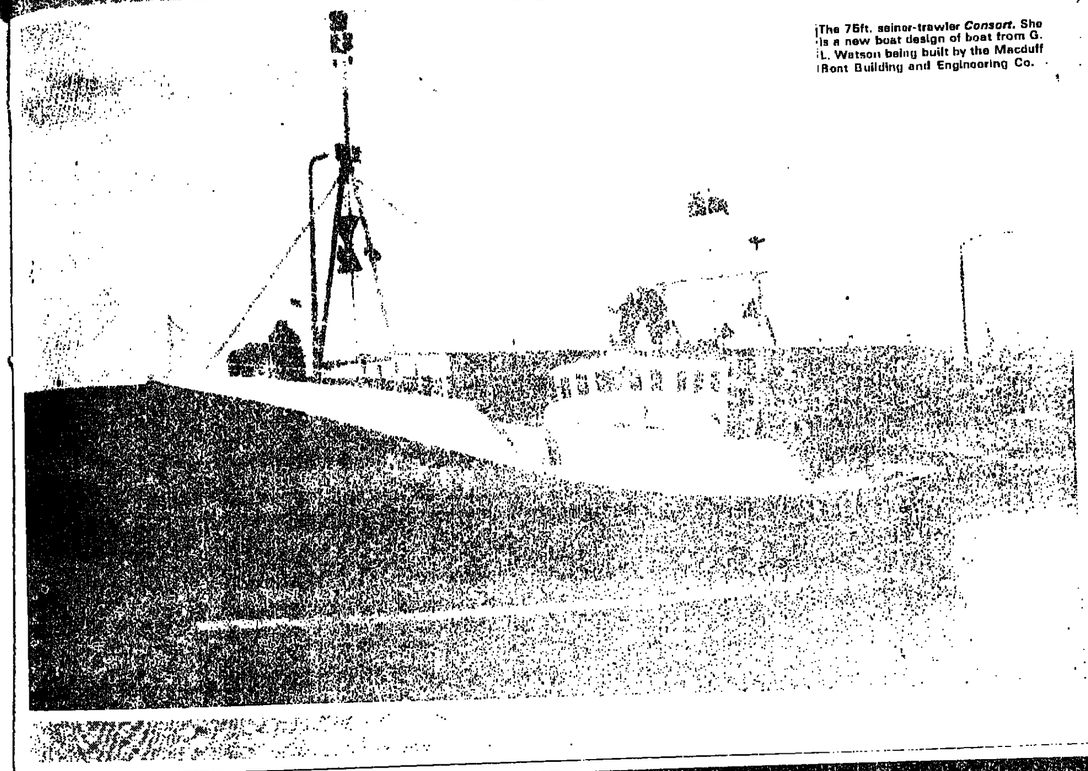


Right: *Consort's* wheelhouse contains the Kelvin Hughes echo sounder, Wesmar sonar and one of the two Decca Navigators.

Below: gear handling machinery includes Northern Tool and Gear seine and trawl winch and Fishing Hydraulics seine rope storage reels.





The 75ft. seiner-trawler *Consort*. She is a new boat design of boat from G. L. Watson being built by the Macduff Boat Building and Engineering Co.

As Olsen's Almanack moves into its 103rd year, TOM WOOD looks at the

...MAN BEHIND THE FISHERMAN'S BIBLE

THERE can hardly be a fisherman worth his salt who has not heard of 'Olsen's', for over the years *Olsen's Fisherman's Nautical Almanacks* have time, and time again, proved their worth as an indispensable reference work no fisherman or boat should be without.

Now into its 103rd continuous edition (1979) the tightly bound covers contain a mass of information for fishermen and the answers to almost every problem which could arise at sea and ashore.

At this time of the year, as fishermen throughout the country are traditionally making sure of next year's Olsen's, *Fishing News* turns back the clock to look at the astonishing career of the man whose name is still synonomous with the well-being of fishermen more than 50 years after his death.

116 Stirling Street, Grimsby, never was the most fashionable address in the port. Yet when the tidy little terraced house, sadly torn down by Grimsby's Municipal vandals a few years ago, was built it fronted an unbroken panoramic view of the River Humber from far upstream to the west and out beyond Spurn Point into the grey North Sea to the east.

In its heyday it was, therefore, the ideal situation as the home of a nautical man, and for years it was the observation point of a man from the very front rank of those serving the fishing industry, with a remarkable reputation on fishing matters and navigation which won him world-wide acclaim.

That man was Ole Theodore Olsen, FLA, FRAS, FRGS, immortalised in fishing communities by the small blue fisherman's nautical almanack which still carries his name to this day.

A bearded man, industrious, conscientious and generous to a fault, Olsen showed what could be achieved in a lifetime of enterprise and application.

He was born at Christiansand, Norway, in 1838 and first came to Grimsby in the early 1860s as captain of the Norwegian barque *Derwent* which carried natural ice from Brevik in Norway for Grimsby's infant fishing industry.

After a few years he courted and married a Grimsby girl and Olsen turned his back on a career at sea to settle at the Humber port. Norway's loss was to be Grimsby's gain, for fishing was rising fast and Olsen, grasping every opportunity, rose with it.

Flags

He took premises on Cleethorpe Road and a warehouse on the fish docks and began business as a flag manufacturer, adding compass adjustment and nautical instrument construction — both self-taught trades — shortly afterwards.

He was ably assisted by Hans Johannesen who formerly commanded the Norwegian barque *Augusta* which brought herrings into Grimsby.

Being in close contact with fishermen he became aware of "the necessity of some ready and explicit instruction in the shape of literature", as he later described it. Having enlisted the help of some of the more enlightened smackowners and skippers, he began producing books of inestimable value on fishing procedure and navigation.

Success followed success and included were his charts of the North Sea fishing banks, *The Piscatorial Atlas*, *The Fisherman's Practical Navigator* and *The Fisherman's Seamanship*.

The famed *Olsen's Fishermen's Nautical Almanack* first appeared in 1876. These small blue-covered annuals, justly nicknamed "The Fisherman's Bible", contained a plethora of information about navigation and won numerous awards for their creator. Of special interest were the lists of fishing vessels registered at the various ports.

Until 1878 only the Grimsby, Hull, Yarmouth and Lowestoft fleets were shown, but then Harwich, London, Woodbridge, Lerwick and Scarborough were introduced followed by Ramsgate in 1879 and all other UK ports within the first ten years.

Sales

An alphabetical list of steam trawlers, now all motor, was introduced in 1895 which gave details of the build, age, tonnage and ownership. The almanacks sold throughout the country like hot cakes in tens of thousands every year. Hardly a British fishing vessel has put to sea since without its 'Olsen's' tucked away somewhere. But despite these enormous sales only a mere handful of the old editions seem to have survived.

No doubt many failed a 'floating test' when the new edition arrived, but there ought still to be many hidden

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CONSORT

From page 16

gearbox. A Vickers double pump unit, also driven through the step-up gearbox, powers the rope reels and power block.

An unusual feature of *Consort* is her small Karmoy anchor windlass fitted on the whaleback. It is driven from the auxiliary engine by the same hydraulic pump which provides standby power for the winch. An anchor recess is located in the starboard bow.

Fish finding aids in the wheelhouse comprise Wesmar SS230 sonar and Kelvin Hughes MS44 echo sounder with BL1 bottom expansion unit.

Other electronic units were supplied by Decca and include 'Sailor' T126 R105 ssb radio telephone; 'Sailor' RT144B vhf radio telephone; Audix Intercom system; RM916C Clearscan radar; 450 Automatic Pilot; 350T Track Plotter; and two Decca Mk21 Navigators with 260 4A dual receiver/plotter switch.

Tenfjord 100 FSG steering gear is coupled to the autopilot and other wheelhouse fittings include Wynstruments Mk. 3 blade-type window wiper, Morse controls for engine and winch, and the controls for the rope reels.

A separate messroom is located under the wheelhouse, while in the deckhouse there are toilet, washing and shower facilities. Fresh water is carried in two tanks at the stern.

Eight bunks and a Refleks oil heating stove are arranged in the crew's cabin, below deck aft.

Galley equipment aboard the 75 ft. seiner includes a New World gas cooker, Vaillant water heater and Lec fridge.

Safety equipment includes a Tec-Aid Electronics bilge level alarm unit and fire detection and alarm system, plus a Gondolastic Gas Sentry Mk. 3 gas detector.

Electrical switchboards are by Merlin Gerin and Halon 1301 gas total flooding fire extinguishing system is supplied for the engineroom.

Aluminium stanchions, and aluminium and wooden boards, are fitted in the fishroom which is arranged for carrying fish in boxes.

Chalmit floodlights and a Francis searchlight are carried on *Consort's* superstructure.

The Rapp power block and Hiab crane on *Consort* are from Fishing Hydraulics.

Cause of flatfish disease

"WHILE fishing off the Isle of Arran recently we caught some plaice and flounder which had brown scabs on their backs. When we removed the scabs, red circles remained.

"This is not the first time we have caught flatfish in this condition and we would like to know what the causes of it are. Can you help?"

■ According to a scientist at the Department of Agriculture and Fisheries for Scotland's Marine Laboratory in Aberdeen, such scabs and markings on flat fish in the Clyde are most likely to be caused by lesions — changes in the texture of organs — consequent upon the fish being damaged by trawls.

It is possible though that they might be caused by lesions alternatively originated.

Since it had long been known that various types of lesions occur in flatfish in certain areas, MAFF scientists carried out a survey of disease incidence in several species in Rye Bay and in the north-east Irish Sea, written by R. G. J. Shelton and K. W. Wilson.

During the survey fish were examined for external abnormalities. These were classified as lymphocytis, ulcers, healed damage and other lesions including helminth cysts and dermal tissue proliferations.

During the survey over 40 baskets of fish of more than 20 different species were caught. None except flatfish had external lesions.

The virus disease lymphocystis was found to be the most important of identified pathological conditions. Highest levels were recorded in flounder followed by plaice and dabs.

Next most important was ulceration, probably of bacterial origin. Highest level was found in flounders, followed by dabs and then plaice.

Among the few other lesions noted were encysted parasites and proliferations of tissue possibly resulting from earlier injury.

The incidence of healed fin damage (probably caused by previous capture and rejection or by passage through the cod-end mesh) was generally low.

It was highest in flounders, a fact which supports the theory that if there is a limited market for a species, it is more likely to be jettisoned after being caught in trawls and, therefore, more prone to have lesions caused by physical injuries than a virus or bacterial infection.

Incidence of all types of lesion was higher in all species in the Irish Sea than in Rye Bay and the survey there indicated that flounders are considerably more liable to dermal diseases, especially lymphocystis, than are other flatfish.

As a consequence, the authors of the paper conclude: "Since virus particles derived from ruptured and sloughed off nodules are likely to be the principal means by which the disease is transmitted in wild populations, then in areas such as the north-east Irish Sea where the water circulation is somewhat restricted or where the rate of deposition is high (as in the mouths of estuaries) the sediments could become important reservoirs of infection.

"This would go a long way towards explaining the correlation which clearly exists between particular areas and disease outbreaks.

"It might also help to explain why flounders, which spend most of their lives in or around estuaries, are so liable to the disease."

John Burgess' Log

Rubbers for wheelhouse windows

"I CANNOT locate any firm here in East Lothian which can supply rubber inserts for sliding wheelhouse windows. Can you suggest a source of supply?"

■ C.O.H. Baines Ltd., 9 Park Road, Tunbridge Wells, Kent, is likely to be able to supply the type of insert you want.

The company specialises in the manufacture of rubber extrusions of all sorts and issues a catalogue in which a vast number of them are illustrated.

You could either apply for a catalogue and find out the number of the type you want or, if possible, send a sample and ask the firm to supply a quotation.

Net and line haulers

"I AM fitting out a boat for lining and trammel netting, and intend to fit a hydraulic hauler with which I can haul both lines and nets.

"I know that devices of this kind are made in Norway. Do you know of anyone who manufactures them in this country?"

■ Spencer-Carter Ltd. make a pedestal-mounted hydraulic net hauler, to which a line hauler — capstan head can be attached, at their premises in Kernick Road, Penryn, Cornwall.

There are two versions of it — one capable of a pull of 600lb. and the other of a pull of 1,000lb. Either of them are likely to suit your requirements very well I believe.

The hauler with line hauler and capstan head attached are illustrated in a brochure recently issued by the company and so are the hydraulic components — clutch/pump units, pump and control valve, reservoir and oil filter etc. — which it can supply to operate the hauler.

These illustrations and dimensions of components will all be of help to you when planning your installation and, if you have not used hydraulic machinery in your boat before, so will drawings of a typical hydraulic system, control valves and filters and hydraulic reservoirs which the company can supply together with the new brochure.

Although not of direct concern to you at the moment, details are either illustrated in the brochure or listed in accompanying price lists will be of general interest.

These include a small trawl winch, a capstan, a capstan/line hauler, a hydraulic gurdy for lining mackerel and its associated stripper and gunwale rollers.

Should Spencer-Carter not be able to supply what you want, Seawinch Ltd., 18 St. Michael's Trading Estate, Bridport, Dorset; PNP Duerr Ltd., Eastern Boathouse, Burnham-on-Crouch, Essex; Drum Engineering Co. Ltd., P.O. Box 178, Edward Street Works, Tong St., Bradford, West Yorkshire; North Sea Winches Ltd., Roscoe St., Scarborough, North Yorkshire; Mackay and Macleod Engineering Co., Evanton Industrial Estate, Evanton, Ross-shire, Scotland; or the Eyemouth Boat Building Co. Ltd., Harbour Road, Eyemouth, Berwickshire, may be able to do so.

Parlour pots — a top entry

"AMERICAN, and all other parlour pots about which I have been able to obtain particulars, are always supplied with side entrances.

"I use parlour pots exclusively as it is often impossible to lift them for several days at a time and I should like to try some fitted with those polythene top entrances which you described in a recent issue.

"Do you know of anyone who makes them?"

■ Parlour pots of the type you want are made by G. Basil Jones Ltd. at Cutler's Warehouse, Dawkins Road, Hamworthy, Poole, Dorset.

Their frames are made of plastic-coated steel and standard pots are 32in. long, 22in. wide, 16in. high and weigh about 20lb. (9kg.).

Entry compartment and holding parlour are the same size and the whole end of the pot in the latter forms a door which can be opened to remove the catch.

Should you want pots with parlours larger than 16 x 16 x 22in., the firm is willing to supply them.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.

INSHORE at Grimsby

A MONTHLY FEATURE

THE BIG North Sea white fish bonanza largely petered out during November and, by the end of the month, two-thirds of the Grimsby anchor-seiner fleet was laid up for the winter break.

The final third was still at sea hoping for an early Christmas box and trying to keep the market supplied.

November is always a telling month and its deceptively mild start resulted in many a seiner finishing off this outstanding year with a long trip, but not always much to show for it.

Nevertheless, on paper 1978 must go down as easily the best year Grimsby's North Sea small boat fleets have ever had.

However, just in case one of those December dishards drops on to a pond of fish and comes up with a jackpot trip, individual honours must wait for another time!

Nearly the entire fleet bettered £50,000 for the year, with the pick all well past the six-figure mark.

Clearly, Consolidated Fisheries could hardly have chosen a better year to switch its interests from deep water trawling to anchor-seining. And the deal which brought the 10-strong 'borg' fleet across the Humber from Hull looks like the bargain buy of 1978.

Similarly, Hull trawler owners Thomas Hamling could not have envisaged its tremendous start on the south bank of the Humber after buying up the Richardson and Allard Hewson seiners from Salvesen last January.

The port's other 'new boys' this term, the United Seiners agency, is firmly established after less than a year in business.

Both these concerns, like Sam Chapman & Son Ltd., have useful connections along the Yorkshire coast and it's a long time since Grimsby had so many visitors from Bridlington, Scarborough and Whitby during a year.

The most significant development in November was the announcement of the Grimsby Fishing Vessel Owners' Association small boat retraining scheme for redundant trawlermen. At long last it got the blessing of the Government and cash for a Humber pilot-scheme in 1979.

Skipper Tom Nielsen of *Margaret* (left), had a tremendous run of big grossing late in the season. Right: Wayne Loades has been appointed main agent for Rapp at Grimsby.

There have been crewing problems with some seiners over the past year. The way the port is restructuring the catching side, with such diverse additions in the second-hand market, is certainly stretching to the limit the conventional training channels which have always provided skippers and crews.

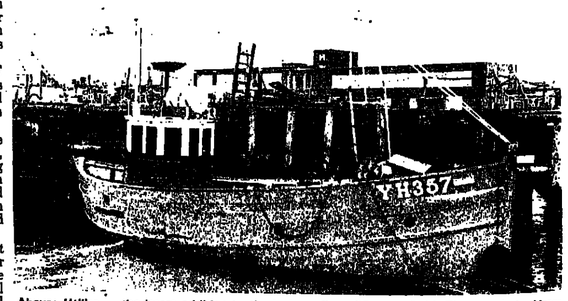
The owners' own scheme compliments the existing training structures and, quite simply, plans to provide fully qualified practical instruction to men who already have many years of trawling experience and skills in the very different worlds of the seiner and pelagic trawler.

Skippers in the news during the month include Tom Nielsen of Hamling's anchor-seiner *Margaret* and Wallace Wilson, of the Jubilee-agented pair trawler *Wavell*.

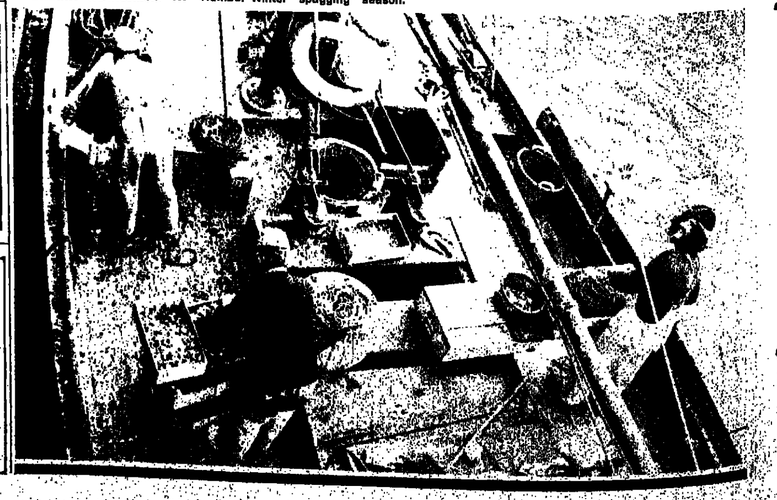
Almost unobtrusively Skipper Nielsen has forced his way to the forefront with an amazing run of trips during the last third of the year. All made five-figure grossings and this has pushed *Margaret* on to the heels of the port's elite after a late start through working sprats until March. Tom should be one skipper to keep an eye on next year.

Skipper Wilson, on the other hand, is just beginning to find his feet after being dumped in the dole queue 18 months ago when the freezer trawler he commanded at the time switched across the Humber to Hull.

From freezer skipper to pair trawler skipper, and part-owner, is quite a change. However, the ebullient Wallace saw it as the only possible way of staying in fishing from Grimsby and, when *Wavell* came on to the market in the early summer, he linked up with Alan Farmery, another redundant deep water man, and they



Above: *Utilise* — the latest addition to the inshore fleet. "Boston Bob" Thornton is to skipper her. Below: baiting up hand lines with shelled whelks ready aboard *Courageous II* for the river Humber winter "spagging" season.



Shepherd Lad got a flyer at the beginning of the spagging season under Skipper Lol Washington.

sank their savings in the vessel.

Acting as spokesman for the co-owners, Wallace told *Fishing News*: "We love it. Pair trawling has given us a new lease of life and we'd never go back deep water fishing even if there was a chance.

"You're so involved with everything here there's never a dull moment."

Now they have a permanent pairing with *Annie Kirk* (KY 108) — brought across from Denmark in September under the Jubilee banner — both men can look forward optimistically to the New Year.

The start of the winter spragging (inshore hand-line fishing for cod which move into the Humber late in the year) almost caught the inshore boats unprepared after that long summer session with the dogs.

The United Seiners' duo *Lead Us* (Skipper Jackie Mountain) and *Shepherd Lad* (Skipper Lol Washington) both got 'flyers' and the early November fish averaged about £40 per kit. Later on *Courageous II*, *Shearbill* and *St. Vincent* all got going, too, and the best performances so far have been smallish landings by the same vessel in one week on slack tides. One top trip was 40 kits worth £1,593.

An interesting new arrival among the inshore fleet is the 16-ton *Utilise* (YH 357) from Boston, Lincolnshire, which new owners at Melton Mowbray have fittingly put 'Boston Bob' Thornton in command. *Utilise* has been refitting since arriving, but should be in action early in December.

On the debit side, *Shepherd Lass* has been sold to interests in Scotland outside fishing, while the Tom Sleight seiner *Maxwell* has left for Whitby to begin a new career with St. Anne's Trawlers Ltd.

A new face among the back-up engineering services belongs to Wayne R. Loades, who is already running the HIAB marine crane and the Rapp-Hydema agencies for the port. Wayne served his time on Grimsby fish docks, but then spent five years in the merchant service before returning to Grimsby.

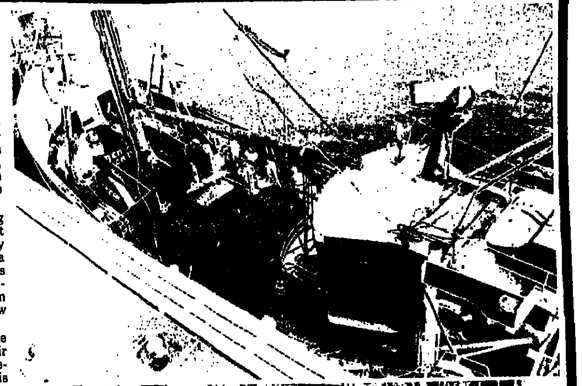
Eventually, as the trawling side ran down, he became yet another victim of redundancy and so set up on his own as a marine and hydraulics engineer. He provides a 24-hour service from his home in Charles Avenue, New Waltham, Grimsby.

Routine servicing on the seiners is keeping the repair firm very busy. The first re-engining job of the winter is being carried out by Marine Diesel on Sleight's *Denston*. A 3406 TA Caterpillar of 275 shp at 1,800 rpm is to be coupled via a 6:1 Twin Disc reduction gearbox to Newage slow-running stern gear. An Andreas Jensen hydraulic winch is also being fitted.

Meanwhile, shipwrights Bridges & Salmon have picked up the first new wheelhouse to be put in hand since the season finished. This is on the Chapman-agented seiner *Kell-Ian*.

Finally, regular readers will no doubt be pleased to learn that Fred Harrison, the 'boss' at United and champion of inshore fisherman last summer at the Industrial Tribunal hearing on landings, is up and about again after a sudden illness in the autumn. I express the sentiments of his many friends and colleagues in wishing him a complete and speedy recovery.

TOM WOOD



Top: a bird's eye view of the Jubilee-agented pair trawler *Wavell*, with (above) her skipper, Wallace Wilson (right) and co-owner John Farmery.

Aberdeen pay vote

ABERDEEN fishermen are voting to decide on accepting a pay offer from their employers, the Aberdeen Fishing Vessel Owners' Association.

The fishermen's committee — with Mel Keenan, TGWU district officer, negotiated the increase — unanimously recommended acceptance of the offer to members.

In a circular to the men, Mr. Keenan said the proposed increase was: "Negotiated against a background of the worst circumstances faced by the fishing industry in recent years. It represented the best possible increase that can be obtained under the circumstances."

The new rates would mean an increase in sea pay of 85p a day and shore pay would go up by 80p a day.

Nine pence a day would be added to the holiday pay, and poundage rate would increase by five pence.

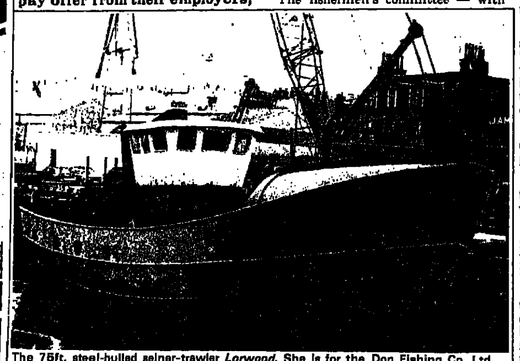
The terms and conditions, which are retrospective to 25 October, include a personal gear insurance up to £150 per man for loss due to total loss or collision.

Deckhand and cooks' pay would go up to £9.60 per sea day basic, with holiday pay at 99p. Shore pay would become £6.54 and poundage at 80p per £100 gross, with guarantee up to £500 per day. The daily guarantee goes up to £13.60, with a weekly guarantee of £95.20.

Asked if there would be a stoppage of the fleet if the men did not accept the offer, John Warman, chairman of the fishermen's committee, said: "We work a seven-day week and don't have anything like overtime pay.

"The increase is within the Government's guidelines, and the majority of the men appeared to accept it. The fleet couldn't afford a stoppage.

"We have to try and keep the boats going."



The 75ft. steel-hulled seiner-trawler *Lorwood*. She is for the Don Fishing Co. Ltd.

'LORWOOD' NEAR

THE 75ft. steel-hulled seiner-trawler *Lorwood* is nearing completion at the Aberdeen yard of John Wood Group Shiprepairing Ltd.

She is the second of two sistership built at the yard for the Don Fishing Co. Ltd., which like the builders is a member company of the John Wood Group (Aberdeen).

The first vessel, the 75ft. *Castlewood*, began fishing out of Peterhead earlier this year.

Scheduled for delivery in January, *Lorwood* will work from Peterhead under the command of Skipper "Lorrient" Andrews of Lossiemouth, who will also have a part share in the vessel in association with the Don Co.

THE FISHERMAN'S BIBLE

From page 18

away in attics or back rooms; mementoes of forgotten years. It would be a rare bonus to hear from readers in possession of old copies.

Apart from nautical information the early 'Olsen's' contained all sorts of unexpected things. In the 1880s a monthly gardening feature appeared as well as other quaint Victorian articles like 'Teaching Tricks to Canaries', 'Living on Ten Shillings a week (50p)' — (compulsive reading for all trade unionists!) — or 'A Word about Worry' (compulsive reading for all journalists!). Practically everyone connected with the UK fishing industry, and many who weren't, advertised with Olsen.

There were trousers at 2/11 at the Leeds Clothing Store (14½p), or a bottle of Alcocks Scotch for 3/6 (17½p), but one wonders if anyone survived the full course of seven 'Electric Radiant Baths' for a guinea at Miss Cotterill's Grimsby Nursing Home.

Remarkably fluent in several languages, Olsen travelled the world widely where honours were heaped upon him. King Oscar of Norway and Sweden made him a Riddar of Wossa and also presented him with the Order of St. Olaf.

In Japan the Emperor conferred upon him an Order of the Rising Sun, whilst at home he was made a member of the British Association as well as a Fellow of both the Royal Astronomical and Geographical Societies.

Having started on the very bottom rung he was always willing to extend a helping hand to those finding the going tough. Maybe this is why he chose to live in the comparative obscurity of Stirling Street, despite its impressive nautical vistas, when he could easily have afforded a more spacious residence among Grimsby's fishtocracy.

Logical

In January 1925 Ole Theodore Olsen died and the copyright of his almanack passed to the Scarborough publishers and printers E.T.W. Dennis & Sons Limited.

It was a logical and sensible move as one of Olsen's daughters had married into this much-respected Scarborough family and it ensured the family tradition of unbroken publication was maintained ever since.

The business which Olsen founded on the fish docks still exists, although it has moved and changed hands several times since. But they can still fix you up with a set of signal flags. Just as Olsen could a hundred years ago.

Perhaps the Olsen story has that familiar Grimsby ring of the self-made-man. What made Olsen a little bit special was that he provided something that was badly needed by the trade, and so played some small part in all those other rags-to-riches stories. For this reason alone the man who wrote 'The Fisherman's Bible' deserves to be remembered long after many of his more illustrious contempories had been forgotten.

THE 1979 edition of *Olsen's Fisherman's Nautical Almanack* is now available through local stockists at all the main ports, or by post, at £5.65, from E. T. W. Dennis & Sons Ltd., Printing House Square, Scarborough, North Yorkshire.

'Patchy' start for Tyne spratters

THE START of the sprat season off the Tyne, which is now getting under way in earnest, has been "spasmodic" according to fishermen at North Shields.

The number of boats engaged in the fishery and landing in the Tyne currently total about 30, but this could rise to 45 at the peak of the season later this month and in the fishing at the beginning of January.

Landing figures recently indicate the varying nature of the fishing with 1,351 tons being landed on December 1, while the next day's landings were only 90 tons.

The bulk of the boats on the sprats are from Scotland, but North Shields-based Newington Trawlers now has five of its vessels after the small fish.

Skippers are hoping that this year the season will run its full course until March or April, as the last season expired very early, ending in February this year.

Ships coming into the Tyne with their catches either land them into lorries on the quayside or discharge into "klondykers," which run into Denmark.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Middle Water

£15,937: *Ross Kelly*, BUT (Sk. B. McCall), 655k, W, 18 days.
£15,243: *Ross Juno*, BUT (Sk. J. Waddingham), 397k, W, 15 days.
£12,462: *Ross Jaguar*, BUT (Sk. D. Speck), 481k, W, 17 days.
£8,740: *Ross Panther*, BUT (Sk. M. Gansen), 387k, W, 18 days.

North Sea

£17,902: *Osako*, Taylor (Sk. D. Ball), 521k, NS, 15 days.
£12,228: *Lepanto*, Lindsey (Sk. C. Crow), 300k, NS, 14 days.
£11,421: *Sando*, Taylor (Sk. M. Moss), 216k, NS, 14 days.
£10,259: *Lucerne*, Lindsey (Sk. S. Davidson), 208k, NS, 13 days.
£10,122: *Hondo*, Taylor (Sk. J. Greene), 197k, NS, 14 days.

Seiners

£6,628: *Jan Nielsen*, Chapman (Sk. B. Andersen), 180k, NS, 14 days.
£2,949: *Jenla Repia*, Jubilee (Sk. B. Olesen), 74k, NS, 18 days.
£2,823: *Visbory*, Consol (Sk. C. Clasper), 70k, NS, 18 days.
£632: *Lau-Ann*, Hamling (Sk. H. Mass), 17k, NS, 8 days.

Pair Trawls

£30,597: *Carl Borum*, £16,113: (Sk. G. Riley), 543k, and £14,984: *Jacqueline Borum*, (Sk. J. Borum), 487k, both Danbrit, NS, 17 days.
£20,741: *Green Valley*, £13,034: (Sk. J. Pratten), 356k, and £7,707: *Geiser*, (Sk. M. Clark), 221k, both Danbrit, NS, 16 days.
£19,664: *Halton*, £10,633: (Sk. T. Turnbull), 351k, and £9,031: *East Bank*, (Sk. H. Hall), 272k, both Sleight, NS, 15 days.
£19,155: *Sonia Jane*, £10,173: (Sk. D. Buley), 264k, and £8,982: *Ann Charlotte*, (Sk. R. Collins), 245k, both John R., NS, 19 days.

Belgian Trawlers

£14,603: *Bluebird* (Z 418), Hamling (Sk. C. Couwyzer), 291k, NS, 13 days.

FLEETWOOD

Iceland

£59,690: *Bjarturr*, Marr (Icelandic), 1,608k.
£9,652: *Godarnes*, Marr (Icelandic), 376k.

Faroe

£19,354: *Thomas Nygaard* (Faroese), 563k.

White Sea

£16,500: *Gavina*, Marr (Sk. C. Scott), 530k, 25 days.
£12,668: *Luneda*, Marr (Sk. J. Burns), 418k, 23 days.

Homewater

£8,841: *London Town*, Hewett (Sk. J. Buckley), 293k, 14 days.
£6,580: *Replenish*, Ward (Sk. J. Rawcliffe), 183k, 15 days.
£6,214: *Royalist*, Hewett (Sk. H. Buckley), 194k, 15 days.
£2,096: *Charmor*, Hewett (Sk. O. Jenson), 66k.
£1,939: *Rosamonda*, Ward (Sk. K. Beavers), 245k, 14 days.

ABERDEEN

£29,112: *Grampian Chieftain*, North Star (Sk. R. Leiper), 1,167k, S, 16 days.
£22,644: *Pindarus*, BUT (Sk. J. Glasgow), 724k, S, 16 days.
£18,717: *Admiral Nelson*, J. Wood Group (Sk. R. Pirie), 550K, WC, 13 days.
£18,149: *Burwood*, J. Wood Group (Sk. A. Nelson), 494k, F, 15 days.
£17,389: *Glen Urquhart*, J. Marr (Sk. A. Brown), 467k, F, 17 days.
£9,734: *Ben Gairn*, Irvin (Sk. C. Grimmer), 240k, F, 13 days.

LOWESTOFT

£14,600: *St. Mark*, East Coast (Sk. J. Kelly), 305k, NS, 13 days.
£12,635: *St. Thomas*, East Coast (Sk. J. Ketteringham), 273k, NS, 14 days.
£12,276: *Boston Sea Fury*, Boston (Sk. M. Barnard), 237k, NS, 9 days.
£12,051: *Boston Sea Dart*, Boston (Sk. A. Quantrill), 233k, NS, 12 days.
£12,045: *Suffolk Venturer*, Hobsons (Sk. H. Baxter), 223k, NS, 12 days.
£11,886: *Boltby Queen*, Talisman (Sk. A. Gill), 238k, NS, 12 days.

NORTH SHIELDS

£22,389: *Ben Meidie*, Irvin (Sk. T. F. Jamieson), 58,575kg, NS 6 days.

Under 80 ft

£7,637: *Lindisfarne*, Irvin (Sk. J. Bailey), 14,075kg, NS, 3 days.
£6,800: *Lindisfarne*, Irvin (Sk. J. Bailey), 10,900kg, NS, 2 days.
£6,699: *Conduan*, Irvin (Sk. N. Morse), 11,330kg, NS, 4 days.
£5,176: *Orion*, Caley (Sk. W. Scott), 10,740kg, NS, 3 days.
£4,558: *Sharon Rose*, Caley (Sk. J. Moodie), 7,084kg, NS, 3 days.
£4,202: *Starella*, Irvin (Sk. T. Johnson), 11,593kg, NS, 2 days.
£2,649: *Burton Agnes*, Newington (Sk. J. Ray), 6,615kg, NS, 4 days.

MILFORD HAVEN

£9,585: *Picton Sealion*, Norrard (Sk. T. Salter), 170k, 14 days.
£9,287: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 170k, 13 days.
£3,319: *Andrew Wilson*, Linke (Sk. J. Brodie), 56k, 8 days.
£304: *Arthur Harvey*, (Sk. F. Reynolds).

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Westerly: *Ross Cheetah, Ross Jaguar, Ross Juno, Ross Kipling, Ross Panther, Ross Zebra*, and *Tesco*. Several Icelandic vessels expected.

HULL

No local deep-water vessels expected, but several Icelandic vessels due.

PORT MARKETS

FRIDAY, DECEMBER 8

DUBLIN

A very small supply of 17 boxes and demand was good. Prices *per lb*: black sole, £1.58; slips, 65p; brill, 46p; turbot, 45p/£1.15; plaice, 56p/76p; dabs, 40p; mackerel, 31p. Price *per box*: ray, £12/£35.50.

MONDAY, DECEMBER 11

GRIMSBY

Nine boats landed a poor supply of 2,615 kits, which met a good demand. Prices: shelf cod, £5/£6; codling, £3.40/£4; large haddock, £5/£5.50; medium, £4.80/£4.90; small, £3.40/£4.20; large plaice, £6.70; medium, £6.60; best small, £5.50/£5.90; medium skinned dogfish, £6; saithe, £2.90/£3.50; large lemon sole, £10.50; medium, £9.50.

FLEETWOOD

Prices *per 10 st. kit*: cod, £39/£43; codling, £36; plaice, £36/£68; haddock, £46/£60; ling, £28; coley, £32. Price *per lb*: halibut, £1.20.

MILFORD HAVEN

119 kits from one boat. Prices *per 8 st. kit*: large cod, £44; medium, £44; codling, £43; large plaice, £66; small, £50; turbot, £140; whiting, £26; Dover sole, £190; slips, £176; tongues, £100; brill, £61; large ray, £55; medium, £50; small, £27/£36; dogfish £10.

POLKESTONE

Four boats landing. Prices *per stone*: large cod, £4.55; medium, £3.95/£4.25; codling, £3.60/£3.90; pouting, £1.10/£1.30; whiting, £1.70/£1.95; skate, £3.50; plaice; £7.10; herrings, £6.20.

TUESDAY, DECEMBER 12

HULL

FIRST of five Icelandic landings expected, at Hull this week was the *Jondan* (port agent, Boyd Line) which grossed £67,856 on Tuesday for 1,914 kits including 199 kits of haddock.

Average realisations *per 10 stone kit* included: cod, £42; codling £38.51; haddock, large, £51.89; big smalls, £49.64; halibut, £74.19; plaice, £52.26; coley, large, £25.71; medium, £24.03; hergylts, £17.62; rockfish, £25.66; ling, £25.73 and lemon soles £62.

ABERDEEN

184 tonnes from eight Faroe and North Sea boats. Prices *per cwt*: cod, £30/£48.50; large codling, £30/£43; medium, £28.50/£43; small, £17/£34; ling, £20/£30.50; saithe, £17/£23; extra large haddock, £45/£50; large, £31/£46; medium, £26/£41; small, £25/£27; whiting, £22.50/£33; lemon sole, £28/£76; plaice, £40/£51; monkfish, £22.50/£38; skate, £6/£17.50; dogfish, £19. Price *per stone*: halibut, £12/£26.

LOWESTOFT

657 kits from four boats. Prices *per 10 st. kit*: whiting, £11/£18; large plaice, £48/£65; medium, £33/£60; small, £32/£35; codling, £22/£45; large haddock, £46/£64; small, £28/£42; large roker, £38/£40; small, £32/£35; catfish, £30; large turbot, £185/£210; small, £100/£112; lemon sole, £64/£88; Dover sole, £222/£240; slips, £170/£178; brill, £55/£60; dabs, £30/£44; monkfish, £70; dogfish, £28/£40.

PETERHEAD

1,426 boxes from 10 boats. Prices *per stone*: cod and large codling, £5/£10/£8.10; medium, £5.30/£5.90; small, £3.90/£4.40; small; monkfish; £5; skate, £5/£5.20; plaice, £5/£6; large whiting, £3.90/£4.40. Prices *per box*: medium haddock, £38/£43; small, £32/£37.

BUCKIE

450 boxes from 21 boats. Prices *per stone*: cod, £4.15; large codling, £4; small, £3.60; large haddock, £5.50; small, £4; small round whiting, £3/£3.70; monkfish, £4.90/£5.60; medium plaice, £5/£5.80; small, £2.60/£2.90; witches, £3.20; turbot, £14; dogfish, £1.50/£1.80; large prawn tails, £28; small, £14; ling, £2.90; roker, £2.10; coey plaice, £5.60/£5.70; large lemon sole, £7/£7.80; small, £6/£5.60.

EYEMOUTH

Prices *per 7st kit*: round whiting, £15; sprag codling, £35/£36.70; medium, £31/£36; small, £28/£29; best small, £30/£35; Danny haddock, £36/£36.50; medium, £36; small, £34/£38; small whiting, £26/£30. Price *per 4st box*: crabs, £7.90. Price *per lb*: lobsters, £3.70.

FRASERBURGH

850 boxes from 35 boats. Prices *per stone*: lemon sole, £69; turbot, £30; plaice, £4/£6; skate, £5.20. Prices *per box*: selected haddock, £34/£38; medium, £28/£33; small, £25/£32; medium codling, £32/£35; small, £24/£27; cod sprags, £38/£41; round whiting, £17.50/£25; monkfish, £40/£44; whiting, £23/£28; dogfish, £13/£15; pitches, £16.

KINLOCHBERVIE

1,000 boxes from 13 boats. Prices *per stone*: haddock, £3.15/£5; plaice, £3.90/£6.10; cod, £3/£5.10; megrim, £2/£4.50; monkfish, £3.25/£5.65; skate, £2/£4.30; whiting, £1.20/£3.55; round whiting, £2.35/£2.80; dabs, £3/£3.05; witches, £2/£3; hake, £4; saithe, £2.50; halibut, £18/£20; turbot, £18/£20; squid, £6/£7; dogfish, £1.95/£2.30.

LOCHINVER

600 boxes from 10 boats. Prices *per stone*: cod, £3.70/£5.20; haddock, £3.75/£5.58; whiting, £2.85/£4; round whiting, £2.80/£3.33; plaice, £3.70/£5; megrim, £3/£4.40; lemon sole, £4.60/£6.40; witches, £2.20/£3.80; dabs, £3.30; lythe, £3; skate, £2.75/£4.38; saithe, £2.80/£3.40; ling, £2.50; hake, £3.15/£9; large prawns, £28.50/£34.50; mixed prawns, £27.50; small, £12.40/£14.10; round haddock, £3.40; halibut, £14; squid, £5.60; dogfish, £1.82/£1.95.

LOSSIEMOUTH

80 boxes from seven boats. Prices *per stone*: haddock, £3.80/£4.80; codling, £4/£5; whiting, £3/£3.20; plaice, £4.20/£6; lemon sole, £5/£8; monkfish, £3/£3.50.

MACDUFF

1,000 boxes from 26 boats. Prices *per stone*: lemon sole, £6/£8.80; plaice, £3.30/£5.20; monkfish, £4.70/£5.10. Prices *per box*: medium to large codling, £26.80/£34; small, £24/£26.80; medium haddock, £30/£36; small, £22/£26.20; small round, £22; whiting, £19/£21.80; round whiting, £18.40/£19.60; dogfish, £11.80/£14.60; round coley, £12.80.

WEDNESDAY, DECEMBER 13

NORTH SHIELDS

Prices *per 40 kilo unit*: large cod, £37; medium, £33/£37; small medium, £32/£34; selected small, £30/£31.25; small, £23/£25.75; medium haddock, £34.25/£36.25; selected small, £34.25; small, £26/£27; selected whiting, £18.25/£20; small, £9/£11.25; large lemon sole, £60; medium, £76; small, £42; medium plaice, £29/£28; small, £23; large dogfish £21/£25.50; medium, £16/£20; small, £12.

BILLINGSGATE

ON TUESDAY 200 pots were delivered. Average selling prices on merchants' stalls: soles, tongues, 60p/70p; dips, 75p/90p; medium, £1/£2.10; large, £1.70/£2; cods, £1/£3; foreign smoked salmon, £3 *per lb*; large turbot, £22/£40; medium, £15/£18.50; small, £9/£11.90; large brill, £9/£11.20; medium, £5/£6; small, £3.50/£4.20; Danish plaice, £6/£10; large halibut, £23/£30; small, £22/£30; medium, £22/£26; small, £11/£20; £14; selected lemon sole, £7/£14; large witches, £6/£7; small, £4/£5; headless home water cod, £8; fillets, shelf cod, £9.50/£11.50; bulk fillets, £8.50/£9.50; redfish fillets, £5.80/£6.50; haddock fillets, £10.80/£12.60; home water haddock chats, £6; kit, £6; jumbos, £6/£6.40; selected whiting, £3.50/£4.20; small, £2.50/£3; small English dogfish, £7/£9.20; large, £10.20/£11; mackerel, £3; fresh herrings, £5/£5.80; London cured dry haddocks, £10; dry fillets, £11; golden cutlets, £10; filleted kippers, £8; selected kippers, £8; sprats, £2.80/£3; monkfish (skinned), £6/£8.80; rock eels, £26.20; grey mullet, £4.90; squid, £10; large roker, £11/£14; medium, £9.50/£11; small, £4.80/£6.60; *per stone*.

SHELLFISH

SELECTED Canadian lobsters, £3/£3.50; prawns, 65p/£1; *per lb*; oysters, £15/£28; *per 100*; Scotch winkles, £17; Irish, £17.10; *per cwt*; mussels, Scots, £5.75; Irish, £6.25; *per bag*; shrimps, brown, £1.60, pink, £1.80/£2; English cockles, £2.30/£2.50, *per gallon*.

FROZEN FISH

Atlantic salmon, £1.30; Canadian halibut, £1.85; scampi, £1.40/£1; hun salmon, 45p; grey mullet, 44p; barbount, 60p; wong tar, 55p; *per lb*; fillets, plaice, £0.10; cod, £8; haddock, £8.20; squid, £4.90/£5.32; kippers, £7.50, *per stone*.

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K-1196	6500 HL	2500 HL	1000	154'	1967/72	7.200.000
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K-1271	5500 HL	2800 HL	1100	156'	1939/67	4.900.000
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K-1262	4200 HL	2300 HL	1540	131'	1966/76/77	9.500.000
K-1257	4000 HL	2200 HL	1420	139'	1956/73/75	5.000.000
K-1247	4000 HL	1600 HL	1250	139'	1966/72/74	6.500.000
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Second to none on second hand fishing vessels

STEEL trawler "St. Aiden", 61ft. x 17ft. x 7ft., under 25 tons, just completed major re-fit, engine ABC 225hp at 750rpm, full DTI certificate, at present fishing North Shields. Nearest offer £27,000. Apply J. Carter, Richard Irvin, North Shields 74794.

CRABBER 41ft. x 12ft. x 4ft.8in., flush deck, aft wheelhouse, major refit 1978, Lister six cylinder, 11 ton Celtic Slave, fore mast and gantry, Sailor SSB and VHF, 2182 watch alarm, auto pilot, 050 radar, hydraulic steering fore and aft, liferaft, many extras, full inventory and further details telephone: Salcombe 3489 or 3312.

60ft. TRAWLER — 325hp CATERPILLAR
73ft. TRAWLER — 370hp DORMAN
D. M. TAIT
54 High St., Fraserburgh
Tel: Fraserburgh 2280
Telex: 739243

MFV "Olive", 35ft. x 11ft. 6in. x 3ft. 9in. registered fishing/net and lobster licensed 12 passengers, safety equipment, radio, sounder, four cylinder Lister engine, complete overhaul, deck re-pitched, 12 lines. Telephone: Rothesay 3240.

FOR SALE BY PRIVATE BARGAIN

(M.B.) "KALLISTE" (FR.107)

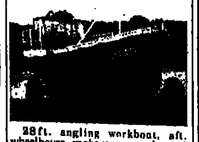
Length registered 76.5ft., overall 79.8ft., breadth 22ft., depth 10ft., tonnage gross and nett 81.55. Built of wood by Forbes, Sandhaven 1972.

Fitted with Caterpillar 398 engine 850hp at 1225 revs., auxiliary 120hp Caterpillar driving winches and ancillary equipment. 110 volt and 24 volt electrics, fitted with Jensen 11 ton combined with seine/trawl winch, Carron 26in. power block, Tenfjord 110 power steering, 12in. Kermoy fish pump, water separator.

Equipment owned includes Elac Mittle loador, Sonar and scope, Elac echo sounder with bottom lock and fishlupe, Decca 914 radar, Simrad headline transducer, new Pentland SSB R/T., Two Sailor 144 multi-channel VHF, Sailor SM receiver, Decca 450 auto pilot. Equipment on hire Decca Mk21 Navigator and plotter and type 17 radar.

Quantity of fishing gear for seine net fishing, spratt pair trawl, herring pair trawl, light bottom trawl and bobbin trawl, two 400 fathoms 1¾in warps, one set of 8in. 6in. trawl doors. Vessel mean-time fishing from North Shields and may be inspected at Peterhead on 5th January 1979.

Sealed envelopes to be lodged with:
GEO WALKER & SONS (FB) LTD.
118 Shore Street, Fraserburgh by noon 20th January 1979



28ft. angling workboat, aft wheelhouse, mahogany on oak, good marine survey 30hp marine engine and gearbox, excellent condition. Telephone: Cardigan 2480.

FOR SALE subject to WFA approval, fishing vessel "Rachel Clare", length 33ft., beam 12ft.2in., draft 4ft.8in., Tripod mast, aft wheelhouse, 120hp Ford 3:1 reduction. Wheelhouse equipment owned by boat: Furuno FRS 24 radar with VRM., Digiscan, Sailor MF receiver and Kelvin Hughes MS30 sounder. On rental Cornelius VHF and Decca 21. Boat built in 1974. All in first class working order. R. Allen, telephone: Whitby 4510.

£3,595, 24ft. GRP fishing/cruiser, 11hp Stuart Turner diesel, two berths, good cockpit, new hood. Lying Thames. Rolalip 39755.

25ft. Dixon built clinker potter/trawler, 1964, forward wheelhouse, Lister twin 30hp., Seawinch three quarter ton hydraulic pot hauler, Seavoice VHF all new 1977, Ferrograph G800, sale includes two trawls, one set doors and warps, oyster dredges, one beam trawl. £7,400 ono. 36 Roberts Road, Totton, Hants, telephone: 0703 449868 evenings.

40ft. Steel trawler, Cummins diesel, built 78, full inventory..... £45,000
27ft. Lower stern trawler, BMC diesel, built 1978 ..... £7,750
25ft. Versatility angling boat, Volvo diesel, built 1978 ..... £6,000
28ft. Steel workboat, Perkins diesel £3,500
21ft. Carvel workboat, Petter diesel £1,800
19ft. Dell Quay fisher, Sabb diesel, trailer £2,850
19ft. Dell Quay fisher, Lister diesel £2,600
19ft. Dell Quay fisherboat, Yamaha 20hp £1,800
16ft. IP., Lister diesel cuddy £1,350

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Harbour Road, Rye Harbour, Sussex
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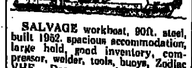
FORGE aluminium workboat hulls and super-structure 30ft. x 10ft. 9in. and 35ft. x 12ft., hull plating of marine grade aluminium N8S, includes engine bearers, rudder, mooring bollards, Sampson post. Elstead Forge Ltd., Mill Lane, Alton, Hants, telephone: 0420 62377.



SALVAGE workboat, 90ft. steel, built 1962, spacious accommodation, large hold, good inventory, compressor, welder, tools, buoys, Zodiac VHF., Decca, sounder, hydraulic steering, £14,000 optional less, plant etc. £12,000, quick sale wanted to purchase smaller vessel. Also selling Manakent three drum trawl winch, independent double cone friction clutches. £1,500. Telephone: 07018 77439.

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32FT. Aqua Star fast fisherman, 1976, twin Ford 6 full marine 18 knots, Seavoice, Sealog and echo, liferaft, four berth, galley, full inventory. £12,500. Telephone: 0632 886148/886161.

36ft. steel fishing boat, two berth cabin, forward wheelhouse, galley, 120hp Ford, Seawinch capstan/hauler, radar, echo sounder, VHF boat's property. Telephone: Troon 314522 day—313208 evenings.

BEAMER, built 1966 of oak, 38.82ft. x 14.8ft. x 8ft., good condition, Henschel 200hp., Reintjes 3:1, both new 1966, overhauled March 1978..... £10,000
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1976 stern trawler, purpose built, full sea registered, 42ft. x 13ft. x 6ft., welded steel construction, GM 150hp engine 3:1 reduction, hydraulic two speed 3:1 reduction, hydraulic two gypsy capstan, insulated fish room, radar, echo sounder, radio, sounders, wired for pilot, refitted as new. Lying Devon. Telephone: 0752 82310.

MFV "Saint Uny" Cygnus 32ft., forward wheelhouse, Sabre 120 12,000 lb Radar meter, VHF, liferaft, ship's party: Decca 21 on hire. Mizzen 7ft6in. hydraulic capstan, many extras. Nine months old. Price £3,500, or £19,500 without radar and liferaft. Telephone: St Ives 7851.

ROSS Mackenzie Boatbuilding & Repairs. Cygnus GRP workboats, 28,34ft. Poldice steel vessels 33, 38 and 41ft. fitted out. Crabber 36ft. x 12ft. x 4ft.6in., Volvo 160hp engine. Slave 1500kg. 19 Cornwall Road, Dorchester, Dorset. Telephone: 0305 68396 seven days a week.

16ft. lobster angling boat, "Mistress" (BK.501), Ford 56hp., Marinelec gearbox, Morse controls, Seatrech pot hauler, VHF sounder, navigation lights, wheelhouse cabin canvas. Telephone: Ayton 377 (Berwickshire).

FOR SALE SUBJECT TO WFA APPROVAL
M.B. "FAST CASTLE"
(LH.68)

30ft. x 11ft. x 4ft. 8in., built Eyemouth Boat Building Co., 1972 of wood.
Lister 88 engine dual controls, Canon one ton pot hauler.
Boat's equipment: ND 200 echo sounder and Seavoice VHF.
Equipment hired: Sailor R/T.
Vessel in excellent condition, at present fishing Burmouth nr. Eyemouth.

Enquiries to Brian Aitchison Telephone: Berwick-on-Tweed 5023

Offers and enquiries to:
FMA EYEMOUTH LIMITED
Harbour Road, Eyemouth

27FT. GRP gill netter, two years old not worked, 060 radar, VHF echo sounder, 4D engine, Morse controls, power steering, aft wheelhouse, sealed decks. £8,500. Telephone: Harwich 4771.

MFV "Churka Brigad" (BM78), 32ft. x 20ft. x 11ft. 6in., with 10 ton open vivaur well, built oak on oak 1957 in France, 216hp Baudouin V6 engine 5:1 reduction, hydraulic steering. Boat's property Furuno Mk2 sounder, Decca Super 101 radar, 144 Sailor VHF, Redifon GR 495 radio telephone, 144 Sailor watch keeper receiver, liferaft radio, all safety equipment replaced 1978 to WFA standards. Lister 21hp capstan pot hauler. On hire Decca Mk21 and liferaft. 129,000 ono. Telephone: Dartmouth 2997.

MFV "Beaufort" (BM.101), 36ft. steel fast fishing boat, Ford six cylinder and hydraulic box, hydraulic line hauler, VHF echo sounder boat's property. All lining gear and mackerel jigger gear. Presently fishing Falmouth area. Telephone: Veryan 371

BOT 12 passenger fishing vessel, 56ft. x 10ft. x 3ft.6in., approved registered load line certificate March 1982, fully equipped six and eight person liferaft lifebelts, VHF and MF radios, Kent screen, sounder, speed log, Perkins 6.354 hp (diesel.101), SCG box, pilot cooker, two berth forward, large enclosed wheelhouse, 100 gallons water, 170 gallons fuel, lying North Wales, any survey, full details. Telephone: Hagley 3851.

FOR sale fishing vessel "Obelisk" Danish built seine netter, rigged for trawling, Paxman engine 138hp, Decca radar on hire, Echo sounder and Sailor radio ship's property, OAL 69ft. 11in., gross tonnage 35. Telephone: Grimsby 54867 (0472).

MFV
"SUMMER ROSE" (CN. 141)
Built of wood by T. Summers in Fraserburgh 1961. Length overall 36.9ft. x 14.6ft. x 7ft. Gardner 6LW engine with 3:1 reduction. Trawl winch and gallows.
EQUIPMENT OWNED: Kelvin Hughes type 17 radar, Marconi Graphette eight echo sounder.
ON HIRE: VHF Kelvin Hughes SSB transmitter, Sailor receiver Mk12 Navigator.
Vessel at present lying Pittenweem.
Offers and enquiries to:
WAID MORGAN & ASSOCIATES
1 School Wynd,
Pittenweem, Fife.

LOCHIN 33 forward wheelhouse, GRP workboat, completed May 1978, 33ft. x 11ft.9in. x 3ft.9in., Bedford 500M 164hp., 2 gals/hour avge., two berths, Spencer Carter hauler with capstan head, Simrad EL, Sailor 144B VHF., wired for Decca Mk21, Mirzen on steel gantry, quarter and side sheaving, legs, deck and fishing lights, large vessel arriving shortly, hence offers around £18,000, finance available. For further details telephone: St. Ives, Cornwall 797ft.

WORKBOATS. Thames tug 48ft., heavy steel tug fitted with Kelvin T8 diesel, requires assembly. Ideal working boat or tug £2,950 or best offer or boat or car taken in p/x. David Burke Marine Ltd., telephone: Maldon (0621) 56844 open seven days a week.

35ft. x 10ft. x 8ft., Ford 4D, aft wheelhouse, VHF, Seascribe, capstan, gantry, licenced 12. £4,750. Telephone: New Milton 610784.

STERN trawler, 30ft. x 11ft. x 3ft., VHF radio, Seascribe sounder etc. £5,500 ono. Telephone: Wisbeck 2107 after 6 p.m.

HULLS GRP mouldings, heavy duty to WFA standards, 19.5. 21 and 23ft., from £500 to £950. Peel Marine Ltd. Riverside, Teignmouth, telephone: (062671) 2324.

MFV
"SUSAN JOY"
(GY.353)
Fitted with a Tuson 88hp single cylinder Norlac winch, Hydema power block.
Length 66.4ft., breadth 15.8ft., depth 6ft.
Built 1938/39
SHIP'S PROPERTY
Radar and echo sounder
ON HIRE
Decca Mk12 and Sailor T.128 R108 transmitter.
Complete with all fishing gear, ropes and nets for anchor seining.
Offers on £15,000
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GRIMSBY 51317/8

BEAUFORT four man in canister c60. Beaufort eight man in canister. Both 11 years old. RORC and BOT approved. Telephone Ayr (0292) 81743 after 5 p.m.

NEAR shore fishing, 10ft. x 4ft., Fibreglass launch, outboard, 150ft. trammel net, anchors. £325 ono. Telephone: Gravesend 4019.

FAST fishing inboard dory, diesel/petrol with jet or 2 drive and hydraulic hauler. Rod Baker, Port Isaac Bay Marine, Tintagel Terrace, Port Isaac, Cornwall. Telephone: Port Isaac 523.

VERSATILITY Mk11. b/d G.R.P., 26ft. x 10ft. x 3ft.6in., 1975, forward cabin/wheelhouse, large flush cockpit, excellent condition, private use only, £8,500. Telephone: Rye 3883.

STRONG construction 1P23, well equipped, 36hp. radar, Seascribe, VHF Seawinch hauler, hydraulic steering. Telephone: Eyemouth 50668.

CYGNUS 32ft., forward wheelhouse, Mercedes 125hp., Borg Warner 3:1 hydraulic box, Seavoyor radar with VRM., Simrad sounder, Sailor 55 channel VHF., hydraulic pot hauler, Kent clearview, Jabsco hauler, Kent clearview steering, deckwash and hydraulic steering, Decca Mk21 on hire. Price £17,500. Telephone: Whitby 2755.

31ft. Tyler Watson GRP hull, 1974, strongly fitted out, 2.2 diesel engine and gearbox overhauled November 1978. One ton hydraulic trawl winch, gantry, fore wheelhouse, Seavoice, Seascribe, wired Decca, suitable all types of fishing, good condition. £11,500 ono. Dilsons Boat Builders, Exmouth, telephone: 3063.

32ft. 6in. coastworker, 2 x 70hp Ford Dolphins, Borg Warner gearboxes, four man inflatable liferaft, Seascribe, Seavoice, Sharp auto-pilot, Neco pot hauler, self draining fish tank, electric anchor windlass, two berth cabin, galley, w.c., enclosed wheelhouse, registered. Lying Southampton. Telephone: Tendy 3619 day, Manorbier 478 evenings.

32ft. GRP angling boat, Senior Marine dominator, two 70hp Fords recently overhauled, radio sounder, anchor, winch, 12-14 knots. £10,750 ono. Telephone Barmouth 280248.

TRAWLERS, SEINE NET AND MULTI-PURPOSE FISHING VESSELS
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FOR SALE MV "Sally", 46ft. x 16.7ft. x 8.6ft., built 1931, in good condition, 152hp Scania engine, VHF with Decca radar, Mk 12 navigator and plotter 350/T also ITI certificate, £19,000 offers to Newnton Trawlers Ltd., Fish Quay, North Shields, telephone: 82618 or 537871.

RELIANCE (LK.508)
Built 1932, Stephens, Banff.
Overall length 39ft., beam 12.9ft., depth 4.7ft., re-decked, new wheelhouse and rewired 1971.
Engine reconditioned Lister 72hp fitted early 1978. Boat's property: Alps R/T., Ferrograph sounder.
Vessel rigged for potting.
Enquiries and offers to LHD LTD.,
5 Alexandra Buildings, Lerwick.
Tel: 3768. Telex: 76398

25kt. Fairey Huntress, 23ft. x 8ft. 6in. x 3ft., Perkins TC 354 146hp turbo charged diesel, Seascribe echo sounder, Marconi VHF., Blake toilet, Calor cooker etc., engine just rebuilt. £4,950 ono. Dick Downes, Yarmouth harbour, IOW. Telephone: 760 157.

MODEL fishing boats. A built to order detailed scale replica of your vessel, constructed plank on frame or in metal from builders drawings. Individual quotations on request. Noble, 141 Silverhill Drive, Newcastle Upon Tyne, telephone: 747941.

54ft. x 17ft. 6in., Nobles 1934, Kelvin 88, DTI passed July 1978, new liferaft, net hauler. Ship's property radar, VHF., watch keeper, sounder, Decca and plotter hired. Quantity trammels, seine nets, longlines, engine spares. Telephone: 0947 5464.

53ft. TRAWLER, 120hp Kelvin, DTI certificate, winch, gearbox, recently overhauled, new after mast, new gallows, engine recently o/hauled, sounder, radio, VHF boat's property, Decca Mk21, Decca 110 radar on hire. Offers telephone: Leeds 589000 after 5 p.m.

STEEL HULL FOR SALE
Shotblasted and primed available immediately.
£6,000
Contact:
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Unit 14
Mousewater Industrial Estate
LISKARD 48210
Cornwall

26ft. x 9ft., carvel fishing boat, springing on sawn oak, built 1970, 80hp Ford/Thornycroft, excellent condition, hydraulic s/box. Sale includes fishing gear and spares g/box. £5,200. Telephone: Gerrnoe (Cornwall) 3541.

27ft. x 11ft. 6in. x 5ft., carvel workboat, forward wheelhouse, canoe stern, Gardner 6LW 2:1 reduction, capstan sounder, VHF, boat rebuilt engine overhauled '76/77, everything in perfect order and immaculate. Telephone: 0248 810360.

31ft. Mitchell sea angler, full inventory, first class order throughout, telephone Preston (0772) 794352 evenings.

MFV "Sea Gypsy" 1P23 stern trawler, self draining deck, ready to fish, owner buying larger vessel. Telephone: Whitehaven (0946) 4629.

FISHING day cruiser, clinker, mahogany oak, iroko, 22ft. x 8ft. 3in. beam, built 1964 Halls & Sons, Walton-on-Naze, sounder etc. Reconditioned Lister SL3 70 hours only, recent excellent survey, £3,150 ono. Telephone: Southend 586469 evenings and weekends.

TUG 67ft. x 19ft. x 8ft. 6in., 10 ton lifting horn, hydrocon crane, aft live berth with radiators, 380hp. £10,500 ono. Telephone: Thanet 61897 day, 63725 night.

26ft. clinker boat with Perkins P6 engine and winch, damaged in gales, any cash offer considered or would exchange for van MOT. Telephone: Brynsiencyn 370.

36ft. x 11ft. x 3ft.6in., GRP, Neil Watson of Wicklow 1974, forward wheelhouse, 140hp GM., 10 knots cruising, Decca 050 radar, Seavoice VHF., Furuno FE.500, four man liferaft, capstan winch, Morse steering and controls. Decca Mk21 on hire. £15,000 ono. Telephone: Guernsey 64416.

30ft. fishing boat, forward wheelhouse, twin diesels, winch, sounder. £2,500. Telephone: 05690 73179.

50ft. MFV., 120hp., radar, VHF., sounder, very fast, owner buying new boat. Offers over £4,000. Telephone: 0884 2085.

FOR sale stern trawler, built Weatherhead, Cockenzie, 30ft. x 15ft. x 5ft. 6in., 120hp. Fifer trawl winch, fully equipped, reliable vessel. For details telephone: Lowestoft 66865.

26ft. carvel built fishing boat, 2.1 BMC engine, hydraulic gearbox and hauler, forward wheelhouse, small cabin with two bunks and cooker, VHF., compass, echo sounder. Telephone: Eyemouth 50682.

28ft. x 10ft. Owens seascliff, compass, nav. lights, etc., many extras, sea toilet, three berth, cooker, large well deck. Lesley long lines, boat in very good condition, engine record 1975. £4,500 neo. Telephone: 01-593 0181.

51ft. French built trawler, now scalloping S.W. channel, 230hp MWM 5:1 reduction built 1965. Telephone: Plymouth 822192. £19,500 ono.

24FT. wooden workboat, transom stern, Lister SR3 diesel, side decked, forward cabin, bargain at £2,200. Telephone: 0253 729682.

36ft. x 11ft. x 4ft., built 1963, 60hp Lister, Kelvin Hughes MS39 echo meter, VHF., suitable pots, nets, angling. £12,500. Telephone: Mevagissey 2577.

FOR SALE
SUBJECT TO WFA APPROVAL
72ft. steel Falmouth Quoddy, side and stern trawler, 264hp Blackstone, S & P 2.1 reduction, VP propeller, Gardner 6LX auxiliary, Elac sounder, Raytheon VHF owned, Decca Mk21 and plotter, Sailor 400W SSB RSP set fitted.
Telephone: 0563 23262

TWIN screw passenger vessel, DTI certificate, class five, 90 passengers, class six 76 passengers. Box No. 036.

36ft. Norwegian Dory with newly reconditioned BMC four cylinder diesel engine under guarantee, new prop and shaft. Telephone: Ayr 81634.

FOR SALE BY PRIVATE BARGAIN
(Subject to Herring Industry Board approving the purchasers taking over the outstanding grant and loan obligations)

MFV "BRENELINE" (FR.234)

This most successful fishing vessel is built of steel and completed by J & G Forbes & Co., Sandhaven, nr. Fraserburgh in 1977 — suitable for purse seining, pair trawling or single trawling.

Overall length 85.5ft. Registered length 78.5ft.
Breadth 23.05ft. Depth 9.6ft.

Tonnage gross and Nett 78.47 tons.

Main engine Mirrlees Blackstone type EWSL developing 750BHP at 900rpm. Lissen ACG 54/46G main engine gearbox, four bladed lissen manganese bronze propeller/Kort Nozzle. Forward end gearbox is a multi-take off Kermoy gearbox with a Framo clutch and bobbin piece before the gearbox. Tenfjord type H11S ESG hydraulic steering gear.

AUXILIARIES One Gardner 6LXS — One Gardner 4LW.
OTHER EQUIPMENT Kermoy fish pump — Kermoy hydraulic 22 ton purse seine — trawl winch — Kermoy hydraulic boom swinger — Kermoy hydraulic tapping lift — Kermoy hydraulic anchor windlass — Bjorshol hydraulic triple power block — Bjorshol hydraulic net transporter — One 105BHP bow thruster — One 105BHP stern thruster.

ELECTRICAL SUPPLIES AC415V-3O. 3 wire — 50HZ & 240V-1O. 2 wire — 50HZ and 24 VDC.

BOAT'S PROPERTY Elac Lez 400 Mittel lader sonar C/W scope, Simrad SL sonar C/W scope, Wesmar SS 220 sonar, Kelvin Hughes type 17 radar, Atlas type 4300 radar, Atlas 720 echo sounder, C/W fishlupe, Atlas 240HF echo sounder, Koden net monitor type NM 85PA, Mermec 21 watch keeping receiver, Sailor 400 watt SSB radio transmitter and receiver type T122, Sailor VHF type RT.143, Robertsons auto pilot, Sen log and Woodsons talk back system.

ON HIRE Decca Navigator Mk21, Decca track plotter 350T, Marconi VHF, Sailor type 144.

One spret purse/seine net and one herring purse/seine net to be sold with vessel. Vessel meantime fishing S.W. England where inspection may be made on application to:
MANAGER, PETER & J. JOHNSTONE LTD.,
7 Balaclava, Fraserburgh, telephone: 2366 and 3593.

All enquiries should be made to:
PETER & J. JOHNSTONE LIMITED,
Fraserburgh, from whom "CONDITIONS OF SALE" are available, on application, and all offers, accompanied by signed CONDITIONS OF SALE to be made in sealed envelopes to reach their offices not later than 3pm on WEDNESDAY, 27th DECEMBER, 1978, at which time and place the offers will be opened.

FOR SALE BY PRIVATE BARGAIN
(SUBJECT TO WFA APPROVAL)

M.B. "ATLANTIC STAR" (PD.177)

Built of wood by Forbes, Sandhaven in 1973. Overall length 74.9ft., depth 9.2ft., breadth 21ft., gross tonnage 48.10.

Gronna 650hp engine 32hp Lister auxiliary engine. Hydraulic winch, AF power block. In 1977 a dock-shelter and 3in Desmi pump were fitted.

EQUIPMENT HIRED: Two Decca Navigators Mk21, Decca Plotter and Marconi VHF.
EQUIPMENT OWNED: Elac echo meter and fishlupe, Elac sonar and scope, Sailor R/T and VHF with Digiscan, Decca 914 radar and Furuno radar.

The vessel is fully equipped for seine net and herring pair trawl and will be sold with a large quantity of gear, including three pair trawls, four seine nets and approximately 28 coils of 3in. seine net rope, also 220 units of hybex boxes.

The vessel, which is in excellent condition, may be inspected by arrangement with CALEY FISHERIES (PETERHEAD) LTD., 1 HARBOUR STREET, PETERHEAD, telephone: Peterhead 2414 with whom offers should be lodged.

MFV "Arctic swan" (D529), built B.M. Dingle, 1970, lna 52ft., engine CAT C333 rated 130 BHP, Norlac winch, Sailor R.T., Seavoice VHF., Simrad sounder and lupe, Decca 101 radar all ship's property, Decca Mk12 on hire. All further details from Frank Rogan, 33 Curran Park, Balrigan, Co. Dublin.

24ft GRP Saltram built 1977, BMC 2.2, Ferrograph G500, Seavoice, hydraulic pot hauler, forward wheelhouse. Telephone: Scarborough 58082.

LOCHIN 33 180hp Ford, sounder, radio, two berth, toilet, cooker, stern gantry, North Sea winch and electrics, capstan. £15,500. Telephone: Hayling Island 4990.

1P23 recent refit new 4 liter Perkins with 2:1 hydraulic gearbox, under 100 hours run, new stern gear, propeller, Seawinch, mor-a-steering, two forward bunks and wheelhouse, suitable net/trawl/trawling, licensed to carry 12 passengers 47.9ft. ono. Telephone Christchurch 4507 after 7pm

88 SEAT passenger vessel, class five and six, quick sale £8,500 Box No. 040.

MFV "Mary B" carvel built Anstruther 1974, larch on oak, forward wheelhouse, transom stern, length 25.8ft. x 9ft. x 4.5ft., re-engined 1977, 46hp Perter, Borg Warner hydraulic gearbox 2:1 reduction, Seawinch hydraulic pot hauler fitted June 1978, small WFA grant outstanding. Telephone: Eyemouth 50749.

FOR SALE BY PRIVATE BARGAIN

M.B. "EMBLEM" (FR.72)

Built of wood in 1951 by MacDuff Boatbuilding and Engineering Co., MacDuff. Overall length 38.7ft., registered 37.5ft., beam 15.9ft., depth 5.8ft., tonnage 14.88.

Vessel fitted with a T.4 120hp Kelvin engine in 1963. Deckhouse and Ducktess 1½ ton trawl winch both fitted new 1974. Vessel completely re-wired in 1974. Owned equipment: Marconi Graphette echo sounder. Hired equipment: Marconi Kestrel radio, Marconi Sailor VHF., Decca Mk.21 Navigator and Decca 050 radar. Boat rigged for trawl fishing. Quantity of gear to be sold with vessel. Vessel in excellent condition.

For further particulars apply: CALEY FISHERIES (PETERHEAD) LTD., 1 Dalrymple St., Fraserburgh, telephone: Fraserburgh 3241 or Inverallochy 2264 at week-ends, with whom offers should be lodged.

FOR SALE BY PRIVATE BARGAIN

M.B. ("TRIBUTE") FR.396

Built of wood by J. S. Forbes & Co., Sandhaven 1959. Overall length 76.9ft. Registered length 58.9ft. Breadth 20.2ft. Depth 11.0ft. Tonnage 49.56.

Kelvin 400hp engine, Perters auxiliary engine both installed 1970. Mastry four speed seine/trawl winch. Also 20in. power block installed 1970. Decca auto pilot, seine rope bins.

BOAT'S PROPERTY: Decca RM 914 radar, Marconi echo sounder.
ON HIRE: Marconi Sabgraph II, Marconi Corvette VHF., Marconi Sailor SSB radio telephone, Furuno FRS 24 radar, Decca Mk12 Navigator.
Vessel is equipped for seine net and trawl and a quantity of gear will be included in sale.

The vessel is at present lying at Fraserburgh and arrangements for inspection can be made by applying to:
RICHARD IRVIN & SON LTD., SHORE STREET, FRASERBURGH
Telephone 2102
With whom offers should be lodged by noon 5th January 1979.

Official and Classified ADVERTISEMENTS

Continued from Page 25

BARGAIN, new Corvette 25s VHF radio, eight channels, control unit, etc. Retail price £750 ex VAT, our sale price £426 inc. VAT. Telephone: Porkstone (0202) 748884.

BOWMAN cooling equipment Jabscu pumps and conversion components, finance facilities available, nationwide delivery, Mersey Marine, 501 Cleveland Street, Birkenhead, Merseyside L41 8EF, telephone 051 653 6765.

VESSELS FOR SALE

26ft. GRP, 1978, forward wheelhouse, BMC 90hp 2:1 reduction, dual controls. Seavoice. £10,500. Telephone: Guernsey 64378.

19ft. GRP fishing workboat, wheelhouse, 13hp Lister diesel, immaculate. £2,000. Telephone: Exmouth 75882.

LOBSTER boat for sale, 35ft. x 11ft. x 4.3ft., 32hp Perkins engine. £3,000. Apply E. McPherson, Balemore, Lochmaddy, North Uist.

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NEW range of knotless netting double selvedge top and bottom approx. equivalent 210/12 or 4Z twine. 5in. mesh 100 yards dark green 30 meshes deep £9.60. 4½in. mesh 200 yards dark green 30 meshes deep £20.60. 4½in. mesh 200 yards white 30 meshes deep £41. All prices plus 8% VAT plus £1 p&p per net. SAE for samples. Trinity Sands Nets Ltd., Mons Mill, James Street, York YO1 3BW. Telephone York 21188.

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Dee Way,
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Write or phone for catalogue.

SMOKE your own fish, meat, etc. "Little Chief" home smoker unit, electrically operated. 20lbs capacity. Send SAE for details, trade enquiries welcome £31.25 plus VAT delivered. Transatlantic Fishing Systems, 42 Comfort Road, Mylor Bridge, Falmouth, Cornwall.

TRAMMELS
50 yds. x 3ft. x 32 4in. headline £41
50 yds. x 4ft. 6in. x 32 4in. headline .. £44
50 yds. x 6ft. 6in. x 32 4in. headline .. £51
All rigged by hand. Postage included.
J. WOOLMINGTON
8 East Cliff, West Bay, Bridport, Dorset.
Telephone: Bridport 23807

2 x 280 x 24in. single boat spratt trawls, one never used, plus two spare panels, offers. One Coalit 3 bridle trawl, never used. £450. Telephone: Easington (Co. Durham) 279 581 after 6 p.m.

WINTER OFFER — UNTIL END OF FEBRUARY

SHEET NETTING HERRING OR MACKEREL DRIFT NETS NYLON (SNOW WHITE) any length up to 500 yards 210/6 twine heat set knots 2in. mesh 120 mesh deep £32. 180 mesh deep £48 per 100 yards stretched. (BROWN NYLON) 210/15 twine 2¼in. mesh 130 MD £42 per 50 yards stretched.
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ALL ABOVE NETS ARE AVAILABLE FULLY RIGGED FOR SURFACE OR BOTTOM FISHING.
POA fully rigged cod nets with headline 4in. or 5in. mesh 10ft. or 15ft. deep 56 yards £45. 132 yards £80, many other sizes 5in. or 7in. mono cod nets 10ft. deep 132 yards long from £85. 0.65 twine headline nylon braided and colour coded 100 metre spools. No. 2 Blue/White £7.50. No. 3 Blue/Green £11.50. No. 4 Blue/Red £16.50. No. 5 Blue/Purple £21.50.
We also stock floats, ropes, twines, steel rings, chain, trammel, anchors, shackles, etc.

Send for catalogue, price £1.00.

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Telephone: 079 73 2155
(Travel Factory and Main Office):
LOWER CROSS, UDIMORE, RYE, SUSSEX.
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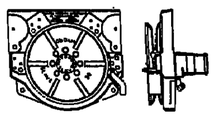

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0.40 twine 3½" Mesh to Fish 50 metres x 50 meshes deep £47.05
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PLEASE ADD £2 PER NET CARRIAGE 8% V.A.T.
We also supply wreck nets, ray nets, tangle nets, beach seine nets, sel lyke nets, beam trawls, sand eel seines, herring nets. All rigged to the same high standard. Experience counts!
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Fish top quality inshore whole fish, processed fish and kippers

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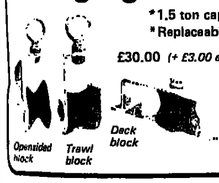

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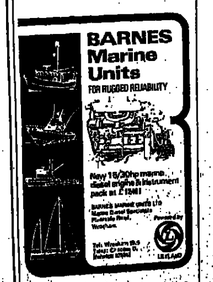

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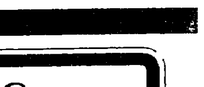

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Official and Classified ADVERTISEMENTS

Continued from Page 27

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SEASON'S GREETINGS

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fishing news

December 22/29, 1978 No. 8410 Est. 1913 20p

Swinging into '79

THE SCALLOP boom has been the springboard for a whole crop of sturdy steel inshore boats in the south of England. Seen being launched at Newhaven two weeks ago is Skipper Tony Hayward's *Nicki Symone* (see *Fishing News*, December 15). This is his first venture into ownership at the south coast port which has been at the centre of the scallop boom due to the large size of the shellfish landed there. *Fishing News* will be reporting on the boat when she goes into service early next year and, also, telling the story of how a skipper fitted out a steel 36-footer for scalloping from Cornwall. Skipper Martyn Melhuish is now fishing with a 36ft. boat based on a hull from How Workboats of Botley, Southampton. This firm claims to offer the least expensive steel hulls in England. Skipper Melhuish has operated both wooden and GRP-hulled boats before going for the cheapness, durability and versatility of steel. A two-part article on how he completed the work is due to be published next month.

FLEETWOOD AID FEARS

THE FLEETWOOD Fishing Vessel Owners' Association has gone into voluntary liquidation today (Friday) and there are now fears that the port may not share in the temporary cash payout promised by the Government.

This became clear when Fisheries Minister John Silkin announced in Brussels this week that no payments would be made until the necessary order had been laid before Parliament in the New Year.

In a thinly veiled threat directed at Fleetwood, he added that aid would be dependent on any developments that had taken place in fishing since the payouts, which would include Hull and Grimsby, were announced on December 7.

The FFVOA had postponed going into liquidation for a week, but Jim Cross, president of the association, said they had no alternative but to take the action. However it has been emphasised it was not the end as a fishing base; talks have been held this week in an attempt to set up a trading organisation to handle landings.

Most of the port's fleet landed this week and they are due to set sail again on December 28. Arrangements which have not yet been announced are being made to ensure these vessels will be landed normally when they arrive back in port. It is hoped these will be worked out before the market resumes on January 2.

The association's closure comes as a result of it not being given direct cash aid as requested from the Government; instead only £100,000 of the £1.2 million given to the ports of Hull, Grimsby and Fleetwood would go to Fleetwood and that is to be given to individual owners to off-set certain "excessive" port charges levied by the Docks Board.

Message from the Minister

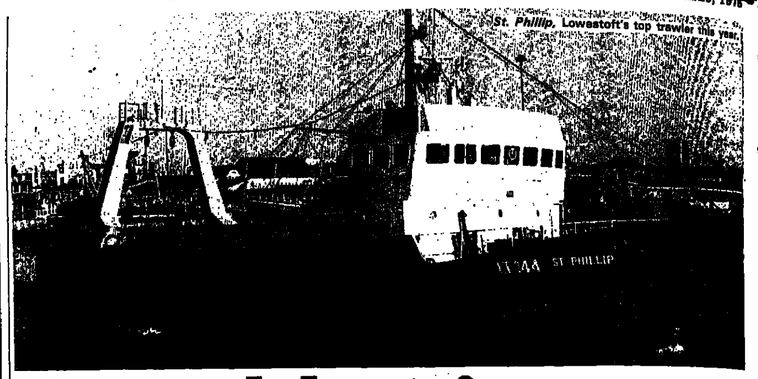
I SEND my warmest Christmas greetings and best wishes to all our fishermen and their families and all the men and women who keep the housewife supplied with fish.

It has been a year of hard negotiations — I am still determined that there must be a fair deal for Britain. I am most grateful to you for the support you have given me in my negotiations in Brussels.

JOHN SILKIN,
Minister of Agriculture, Fisheries and Food.

...and us

THE staff of *Fishing News* sends warmest season's greetings to all our readers. This will be the last issue of 1978. We resume our service again on January 5.



St. Phillip, Lowestoft's top trawler this year.

Record-busting year for 'St Phillip'

LOWESTOFT'S top earning trawler this year is the stern fisher *St. Phillip* with a record grossing of £380,000 — more than £100,000 more than the previous record set up last year.

St. Phillip, one of the more recent additions to the Lowestoft fleet owned by Colne Fishing Co., completed her trips for the year on December 18 with a landing of 317 kits worth £14,303 from a 13-day North Sea trip.

Command during the final trip of the year was taken by relief skipper Stephen Jonas, from Cromer, but for most of the year *St. Phillip* has been skippered by Terry Martin from Lowestoft.

This has been a memorable year for Skipper Martin, with *St. Phillip* becoming the first Lowestoft trawler to break the port earnings record in successive trips during September.

Relief

On the second of the trips she was taken to sea by relief skipper, Frank Elsom. Throughout the year Skipper Martin missed only two trips in command.

"We have had our ups and downs but it has been reasonable fishing and this year everything has clicked into place for us," said Skipper Martin.

He was quick to praise the efforts of his crew during the past 12 months. 'During the seven years I have been a skipper I have never had such a loyal and great crew as I have had this year. They have been fantastic," he said. "We have had some hard graft out there, but they have always bounced back."

The trawler's total catch this year was 10,694 kits from 267 days at sea.

"It is a magnificent achievement and naturally we are very pleased and proud. It has been an outstanding year's work by this skipper and crew," said Aubrey Moore, general manager for the Colne Co.

A presentation to mark the port championship win by *St. Phillip* will be arranged soon.

Skipper Terry Martin. He has missed only two trips in command of *St. Phillip* this year.

AUTOLINE RECORD AT LEWIS FACTORY

THE 114FT. auto-liner, *Anni Elizabeth* of Stornoway, which broke three records when she first arrived at her home port in July, has set up another record — £23,400 — for a landing at Lewis Stokfisk's new processing factory at Breasclete on the west side of Lewis.

This was the first landing at the factory — a Highlands and Islands Development Board Company with Norwegian interests — by a Lewis boat, and it was the highest price ever paid to a local boat for a landing.

The 32½ ton of fish — halibut, cod, haddock, ling and tusk — was caught during eight days of fishing off Rockall and the Faroes.

The autoliner has a crew of ten including three east coast men who are on a training course before taking over the *Grampian Crest* a 115ft. trawler which the HIDB are converting to autolining.

Mr. William J. MacLeod, Senior, owner of the *Anni Elizabeth*, said he was very pleased with the way the factory at Breasclete had coped with the whole catch. It had been put ashore in a very short time. The icing facilities were also first-class.

He added: "I have a great deal of respect for the administration there. We will be landing from now on at Breasclete because we feel we have to promote this new venture — the first of its kind in the UK. Previously we were landing in Aberdeen."

Norway quota raised

THE EEC and Norway were on the verge of agreement on 1979 fish catch quotas in Brussels as *Fishing News* went to press.

According to sources close to the EEC negotiating team, the main issues have been settled.

Quotas for cod north of the 62nd parallel, and shrimp off the Greenland coast, have been agreed subject to ministerial confirmation.

It appears that the Norwegians are prepared to increase the EEC cod quota from 27,000 to nearly 30,000 tonnes.

£482,700 'Argonaut'

ANSTRUTHER skipper Davie Smith made his last landing of the year last week and shot his earnings of his seiner *Argonaut IV* to a remarkable £482,700 for the year.

Argonaut IV completed a six-day trip and turned out 648 boxes which earned £15,760.

The boat ends her year's fishing on another record note. On her last trip she caught 13 sharks, 11 of which were taken in one haul on the Ling Bank.

A KENTISH port was in festive mood last Saturday when the Folkestone Fishermen's Association held its first dinner and dance.

TALKS ON COD AND WHITING

HADDOCK QUOTA TO BE CUT

THE 24 cwt. North Sea haddock quota for licensed vessels is to be reduced to 20 cwt. next year following a meeting in Edinburgh last week.

Fishing restrictions in the North Sea and off the Scottish west coast are being continued by the Government because of a reduced total allowable catch for haddock in 1979.

At present licensed vessels fishing for haddock in the North Sea are permitted to catch up to 24 cwt. per crew man each week.

In view of the lower TAC proposed for 1979, an industry meeting of Government and fishermen's representatives was held in Edinburgh on December 14 to discuss the possibility of reducing the North Sea haddock quota per man.

The outcome of this discussion was that Government intends to reduce the North Sea haddock quota to 20 cwt. per man per week in the New Year.

Strong representations were made to have the same quota per man on the west coast as in the North Sea. It had been the Government's intention to increase the present 8 cwt. per man allowance to 14 cwt., but they recognised that, not only did this discriminate against vessels fishing off the west coast, it could also lead to incorrect reports as to where catches were taken.

Government officials agreed to introduce a licensing scheme for the west coast similar to that in operation in the North Sea, permitting west coast vessels to take the same quota of 20 cwt. of haddock per man each week. This legislation will be introduced early in the New Year.

Careful monitoring of catches will be carried out by Government and, if changes are necessary, these will be made at short notice.

The question of whiting and cod quotas was also raised and the Government agreed that this would have to be considered early next year.

Correction

FOLLOWING a Department of Trade investigation into a collision between the vessels *Stroma II* and *Rotche*, it was reported in *Fishing News*, November 24, that Skipper Frederick William Elder had been drunk at the time.

This was wrongly reported and investigation findings were that Skipper Elder diverted *Stroma II* in a southerly direction "by reason of fatigue and drink."

We apologise for any embarrassment this report may have caused.

TWO MEN LOST

TWO DONEGAL fishermen drowned when their small boat overturned as it returned to a trawler off Blacksod, Bellmullet, Co. Mayo, last Saturday night. Both men, Michael Cannon (28) and Gerald Byrne (23), were from Killybegs.

Michael Cannon's brother Pat, skipper of the 75ft. *Maria Abrbriel*, was saved when he held on to the side of the overturned boat.

Aid under 80-footers

FLEETWOOD'S inshoremen have reacted angrily to the Government's aid plans for Hull, Grimsby and Fleetwood vessels over 80ft. long.

In a letter to John Silkin, Fisheries Minister, the honorary treasurer of the Fleetwood Inshore Fishermen's Association, Peter Brearley, says: "My association wishes to know the reason, commercial or political, why the recent award has been limited to vessels over 80ft.

"Fleetwood has been losing just as many active fishing vessels from the port under 80ft. as above that length; being about one per month over the last year.

Decline

"It is the opinion of the inshore fishermen that the class of vessels which should be showing growth in our port is that of under 80ft. This is the very class which is disadvantaged within the port and now by your department.

"Landing restrictions are suffered at Fleetwood by inshore vessels because of the historical association with larger vessels. The rapid and permanent decline of this fleet since ceasing to fish at Iceland is the immediate cause of the present trouble.

"For the port to become more attractive to inshore vessels reorganisation of the system and charges for landing must be undertaken.

"As an example, a 61ft. vessel landed a six-day trip into Fleetwood of 900 stone of fish and had to pay a bill for dock entry and landing charges of over £500.

"This does not offer much inducement to similar vessels to contribute to market throughput.

"This present grant is seen as putting money into vessels which either are becoming obsolete or which would have no future in the necessary fleet to fish our coastal waters.

"Fleetwood Inshore Fishermen's Association made proposals at the meeting last week with Mr. Bishop that could have permanently reduced some of the port charges, without hardship, to all classes of fishing vessels.

"Fleetwood must be made a port at which fishermen are encouraged in their efforts to supply the nation with food. The local fish market must be supported to channel the supply to the public."

Joining 'FN'

TOM WRAY, former technical editor of the WFA Industrial Development Unit, joins *Fishing News, Fishing News International* and *Fish Farming International* in the New Year.

He takes up the new post of features editor for the three journals and will be based in Hull to help strengthen FN staff representation in the main fishing areas of the UK.

Tom, who is 40, is married with three children.

He served in the RAF from 1954 to 1980 and from 1960 to 1969 he was with Hawker Siddeley Aviation as a technical author. In 1969 he went on loan to McDonnell-Douglas Aircraft Corporation in the USA to supervise and advise on the production of technical publications for the RAF and RN Phantom aircraft.

Back with Hawker Siddeley Aviation from 1970 to 1973, he was promoted to chief technical author.

In 1973, he joined the IDU in Hull. As its technical editor, he produced numerous reports on developments, bulletins, data sheets and other material.

He will be well known to readers of *Fishing News* through the many articles he has written on the work of the IDU in the UK fishing industry and abroad.

Plenty of blue whiting left for fish meal

LETTERS

SIR, Your Comment in the December 8 issue seems to me to express views that are unworthy of the high standard set by your newspaper, and can do nothing to convince the other members of the Common Market that the British fishing industry is motivated by other than parish pump considerations.

It seems extraordinary that the same issue of *Fishing News* which reports landings into English ports of vessels from Iceland, Belgium and France, can take issue with a situation where Faroese, French and Danish vessels might land in the Outer Isles of Scotland — an area which has very few natural advantages other than the sea.

Perhaps equally extraordinary is the implicit suggestion that it is somehow improper for British Government money to be invested in operations which are part-owned by Norwegian or American interests in the Outer Hebrides.

The rest of Britain seems to find nothing strange in British Government assistance being made available to the many dozens of foreign companies, both American and European, that have set up operations in various parts of the United Kingdom since the Second World War, and of which the massive Ford investment in South Wales is only the most recent example.

Nor does it seem logical to suggest that the proposed fish meal development for the Western Isles "completely undermines the British position in the EEC." Certainly industrial fishing has to be controlled so as to have the least impact on the so-called human consumption species; but I am certainly not aware that anyone is suggesting other than a controlled situation in the west.

To imply, as your third paragraph appears to do, that in some way industrial fishing can be reduced to zero will come as a great shock not only to the Danes, but also to the Shetlanders and those of your readers who are currently engaged in the Cornish mackerel fishery, or hope to be engaged in the Northumberland sprat fishery.

More importantly, perhaps it also begs the question of how the UK is going to benefit from blue whiting if additional fish meal facilities are not provided near to the fishing grounds.

The total catch of blue whiting this year is in excess of 223,000 tons, most of it taken off the west coast of Scotland and most of it turned into fish meal.

Supposing all of that tonnage, which you will note is equivalent to 25 per cent of the UK landings of all species, had been processed into frozen blocks, or canned, or turned into surimi, then there would still have been between 150,000 and 180,000 tons of offal to be disposed of.

A fish meal plant would seem a reasonable outlet.

J. K. LINDSAY,
Head of Fisheries Division,
Highlands & Islands Development Board,
Inverness,
Scotland.

Wrong basis for TAC

SIR, Having had time to digest the report by Lowestoft laboratory scientist Dr. Stephen J. Lockwood on mackerel stocks and their assessment (Mackerel can take the Onslaught, *Fishing News*, November 24), I would like to make the following comments.

Regardless of the size of the stock, it is only that portion which shoals in large compact shoals in relatively shallow waters that is commercially fishable.

If the shoals are dispersed, broken up, or generally harrassed by continuous fishing, it becomes at first difficult — and later impossible — to catch them commercially or economically by any means, regardless of horsepower or sophisticated methods.

So, although scientists may tell us fishermen that our continued efforts are not affecting the size of the total stock, those of us who have been fishing that part of it which shoals along the south-west coast over the last ten years can testify to the effect that the increased effort is having on the fish.

We have had to increase our investment, efficiency, costs and effort in order to simply maintain our annual catch rate, but that catch rate is now falling off. For some the economics have forced them to abandon the fishery.

The fish no longer shoal up in the large shoals they used to up the Channel; and those smaller shoals which do form up soon disperse once they are found and so become harder to catch.

Add to this the very large amount of dead fish on the ground and it will be understood why, although scientists tell us differently, the stock appears to be diminishing.

What use is it to us if there is an enormous stock on the edge of the continental shelf if we can not catch it? If we destroy that pool of genetic information which determines what portion of the stock will shoal along the south coast, it will be many years before we again have a viable mackerel fishery here in the south-west.

It is, therefore, non-sensical to base total allowable catch figures on the size of a parent stock. More regard should be taken of the size of the stock in inshore waters, since it is this we fish and depend on for our continued livlihood.

A. ATKINSON,
D.A.M. Trawlers Ltd.,
Lockyers Quay,
Sutton Road,
Plymouth.

South-west's 'hidden limit'

SIR, In your recent south-west edition (*Fishing News*, November 17) great emphasis was placed upon the need for a six-mile limit to ensure a future for local vessels. From the statements that have been made it would appear that the only protection afforded to vessels under 60ft. is the three-mile limit.

Despite the fact that nowhere in Scotland does such a limit exist, we find round the Cornish coast that the so called three-mile limit is, in fact, up to a 5.9-mile limit.

This apparent contradiction arises from the use of bay closing lines by the local sea fisheries committees.

In the case of Falmouth Bay, Penzance Bay and Mevagissey, St. Austell and Tywardreath bays a line has been drawn across the mouths of these bays and the 3-mile limit then starts from there.

So in the case of Falmouth Bay, Penzance Bay and St. Austell Bay, in areas vessels under 60ft. cannot fish within 5.9 miles of the coast.

So now when we hear cries for a six-mile limit we know that what is being sought is a limit of at least 6 miles and, in places, up to nine miles — and it is this proposal that is unacceptable to those skippers who have invested their life's work in vessels over 60ft.

JOHN WEST,
Skipper,
MV Flowing Tide.

Boston Group bows out

THE BOSTON Group effectively wound up its trawling interests at Grimsby last week when *Boston Halifax* — the port's operational distant water ship — landed a 778-kit trip after 24 days on the Norway Coast.

But the end of the Boston chapter at Grimsby could well have further crippling consequences at Fleetwood, as *Boston Halifax* is being switched to Lowestoft instead of the west coast port as had earlier been planned and this could mean Bostons are poised to quit Fleetwood too.

The modest grossing of £26,018 of *Boston Halifax* did nothing to ease the debts she has built up, especially since the summer, and the grossing was completely overshadowed by the huge earnings last week made by visiting Icelandic trawlers. However, it hoisted her tally for the year to an unqualified £373,465 from 12 trips and, as the only vessel to work continuously through the year, the stern dragger is certain to run out as the top distant water at Grimsby in 1978.

She will not be the port's top earning vessel as she is already in arrears, on annual grossings, to a few of Grimsby's middle water freshers and several hundred thousand pounds adrift of the port's top pair teams.

During the second half of the year, *Boston Halifax* showed the plight of the modern distant water owner with a string of loss-making trips, because of lack of suitable grounds, and she has not grossed more than £30,000 since June. However, the firm by keeping her going have provided much-needed jobs for her crew.

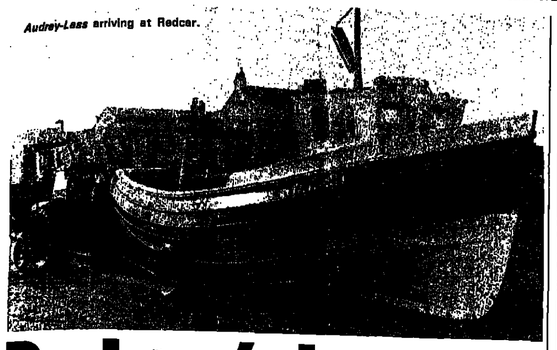
When the Boston Group first made known its decision to cease trawling for fresh fish from Grimsby, it was announced that *Boston Halifax* would move to Fleetwood and link up with sister-ship *Boston Stirling* as a pair trawling unit in 1979, but this has now been cancelled. Instead, it has been announced *Boston Halifax* will switch to Lowestoft in the New Year.

This decision will no doubt come as yet another body blow in the Fleetwood battle for survival. Indeed in the light of this decision it now looks as though the Boston Group might be considering pulling out of Fleetwood too.

In recent years the firm has concentrated its modern tonnage on *Lowestoft*, where it has the port's most modern fleet of stern trawlers, and if its organisation at the Suffolk port is flexible enough to absorb the 128-foot-*Boston Halifax* successfully, the odds seem stacked against Fleetwood hanging on to *Boston Stirling* and the slightly larger stern trawlers, *Boston Beverley* and *Boston Blenheim*, which are currently on the south-west mackerel.

Boston's Fleetwood interests would then presumably follow the events at Grimsby where an agency to handle foreign vessels is all that is left.

There is much speculation on this issue but the firm would not be drawn and is yet to commit itself publicly either way.



Audrey-Lass arriving at Redcar.

Redcar's largest coble arrives

THE LARGEST fishing vessel operating from the Yorkshire coast port of Redcar is the 35ft. long forward wheelhouse coble *Audrey-Lass*.

Built for Redcar brothers, Steve and Dean Dandy, she was built at the yard of William Clarkson at Dock End Yard, Whitby. She has an overall length of 35ft., beam of 10ft. 9in. and is built of larch on oak.

Main power unit is a Ford Mercraft 80 diesel. Her gearbox is a Velvet Drive unit by Borg-Warner.

Audrey-Lass has hydraulic steering by Wagner and the throttle in the wheelhouse can be operated from the stern by Morse controls.

A Seavoice RT/100 VHF is fitted on the starboard side, and the fish finder is the Depmar 131. She has a Sestrel compass.

An electric American King bilge pump is mounted at the forward end of coble and, behind the wheelhouse, is a Whale Gusher hand bilge pump. The fuel tank has a capacity of 15 gallons.

Winches

Mounted on the port side, aft of the wheelhouse, is a Hydema power block and her North Sea Winches pot hauler is positioned on the stern thawt.

Audrey-Lass works with a crew of three and will fish up to 400 crab pots during the summer. She will go trawling and work several fleets of cod nets supplied by Cosalt and Bridport-Gundry in winter.

Tony Haggis with some of the eaten cod.

SEAL RUINS COD CATCH

A 4FT. 6IN. LONG seal is causing big losses to fisherman Tony Haggis at Walton-on-the-Naze.

"When I picked up my nets about a dozen cod had been eaten, except for the heads, and others had been torn to pieces and were unfit for human consumption. This has been going on for weeks," he said.

The seal, which lives in and around Walton Backwaters, only appears to be interested in stealing from Tony Haggis's nets. The nets are anchored between the Backwaters and Harwich and the seal can often be seen lying in wait on one of the many small islands there.

Grab

Tony's brothers were trawling in *Molly Lass* off Frinton recently when two seals grabbed fish as they were hauling in. Another fisherman has had a similar experience with the baby seal.

Tony Haggis's mother, Renel, who runs a wet fish and pet shop, said: "They are very pretty animals. We kept one as a pet for three years. Tony is a great lover of animals and a conservationist, but something will have to be done to control the seals otherwise the price of fish and the livelihood of fishermen will be affected."

Training to fish inshore

"ARE there any courses available for would-be inshore fishermen? I don't mean courses in navigation etc. for Second Hand's and Skipper's tickets but courses which provide theoretical and practical instruction in working trawls, seine nets, gill and trammel nets, and longlines?"

■ During the 'bad weather' months — January and February — courses tailored to the needs of young inshore fishermen have been provided by the Hull Nautical College.

Instruction was given in one of them on the design and development of bottom and mid-water trawls, purse and bottom seine nets, drift and tangle nets, and techniques associated with each.

Instruction was also given on fishing gear design, net design and net shaping; elementary fisheries hydrography; fish behaviour; fishing vessel stability; practical use of fish finders, net sounders and radar; position fixing and fishing operations on a navigation and fishing simulator; use of Kingfisher charts; and fishing gear legislation.

These courses have been attended mainly by young fishermen from Bridlington and Scarborough but are available to inshore fishermen from any part of the country.

Particulars of forthcoming courses can be obtained from the Department of Fisheries Science, Hull Nautical College, George Street, Kingston-upon-Hull.

If you are interested in attending one, you can obtain information about training grants and lodging allowances from your local White Fish Authority Area Officer.

The Department of Employment is able to give financial assistance and pay rail travel costs in certain cases. If you want to find out whether you qualify for such assistance, you can do so at your local Employment Exchange.

The Department of Maritime Studies and Fisheries at the Grimsby College of Technology has for many years provided courses for young trawlermen and seine net fishermen which include instruction in gear technology.

It has recently started to provide a five-day course on the construction and use of static fishing gear. During this, instruction is given on the working of trammel and gill nets, fish and shellfish traps, and eel fyke nets.

You should therefore be able to attend courses either at Hull or Grimsby which will provide most of the instruction you require.

If you want to find out more about the latter, apply to: The Principal, Grimsby College of Technology, Nuns Corner, Grimsby, South Humberside.

Clean and cut mesh

"CAN you tell me what the difference is between clean and cut meshes, and what the difference in size is between inside, full and stretched meshes?"

■ Clean meshes are those along the edges of a piece of netting with knots which, when untied, leave an intact mesh or loop of twine.

Cut meshes are those along the edges of a piece of netting with knots that cannot be untied without breaking down the mesh.

Inside mesh means the measurement from the inside of one knot to the inside of the next diagonally opposite knot.

Full mesh means the distance between the centre of one knot and the centre of the next diagonally opposite knot. And stretched mesh means the longer measurement along the side of a sheet of netting when all meshes are closed.

John Burgess' Log

Cheap ice maker

REPLYING to a question recently from a reader who had to travel 120 miles to get supplies of ice and wanted to know how to keep it for as long as possible, I suggested that Frigoboat equipment be the answer.

He mentioned the size of his boat in his letter and I assumed from it and from other information he gave that he only used comparatively small quantities of ice.

However, should you want to carry 1,000 lb. of ice or more, a more efficient and economical way of doing so would probably be to make it on board with one of the Seafarer machines which are now being imported from the USA by Cosalt Ltd.

There are five Seafarer sea water ice makers ranging in production capacity from 1,000 to 16,000 lb. a day.

They are all self-contained machine but each requires its own generating set, centrifugal pump capable of delivering 65 gallons of raw water per minute, and a seawater strainer.

One of the major merits of the machines is that, by plugging into electric and fresh water mains, ice can be made before you leave harbour.

The process can then be continued, after leaving harbour, as soon as you reach a position where the water is clean enough to make sea water ice.

Full details of the machines are given in a brochure obtainable from Cosalt Ltd., Fish Dock Road, Grimsby, or any of the company's branches.

If you get one you will be able to ascertain exactly what electric power is required to make different quantities of ice per day.

You will also learn in what ways ice made from sea water is superior to ice made from fresh water for preserving fish.

Almanack has the answers

I HAVE just been looking at a copy of this year's *Olsen's Fisherman's Nautical Almanack* and have been most impressed by the amount of information in it.

Many of the articles hold the answers to questions of the kind regularly posed by readers of *Fishing News*.

Tide tables for all major fishing ports; lists of tidal constants to enable you to determine the time of high water at minor ports; and regulations for preventing collisions at sea are all matters that the Almanack covers.

Questions about laws and by-laws affecting fishing around the coast of Scotland and other parts of the UK; registering and marking fishing vessels; life-saving and fire-fighting equipment which must be carried; eyesight tests and examinations for Skipper's and Second Hand's Certificates; fishing limit lines; radio telephone services and procedure; areas covered by Fishery Officers; and about assistance obtainable from Government Departments and Fisheries Laboratories are answered in the Almanack.

A copy of it will be as essential a part of the equipment of a vessel fishing anywhere around the coasts of the British Isles in 1979 as it has been for over a century.

It is obtainable from chandlers and nautical booksellers or direct from the printers and publishers: E.T.W. Dennis and Sons Ltd., Printing House Square, Scarborough, Yorkshire — price £5.25 or £5.65 if posted.

Red lead or bitumen

"I HAVE an 18ft. fishing coble, built of larch, which is in reasonably sound condition. It is coated with red lead below the waterline and the bilges inside are dressed with raw linseed oil.

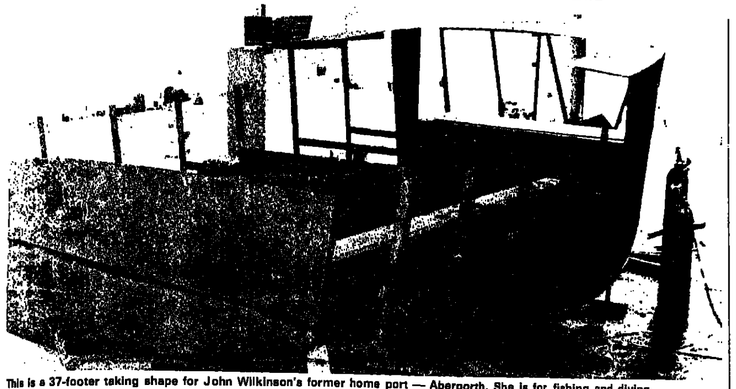
"I have been wondering whether a bitumastic composition would preserve the bottom planking longer than red lead. What do you think?"

■ If you don't apply anti-fouling or a finishing coat over the red lead, a good bitumastic composition would probably prove more satisfactory.

A snag about such compositions though, is that they soak into the wood and you cannot burn them off as you can red lead should you want to apply another type of composition at a later date.

ANY QUESTIONS?

■ **IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.**



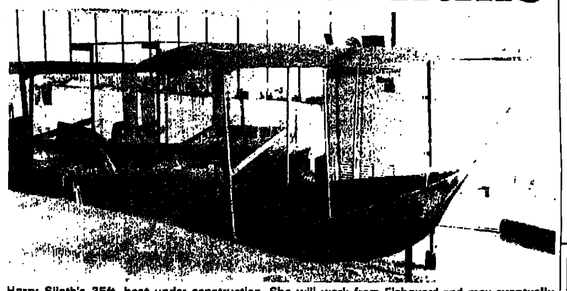
This is a 37-footer taking shape for John Wilkinson's former home port — Aberporth. She is for fishing and diving.

Welsh yard goes for standard hulls

A BOATYARD set-up at Fishguard, Wales, to build steel hulls is to specialise in standard craft 35 and 39 ft. long.

Fishguard Marine Engineering Co. is run by two highly experienced steel boatbuilders, John Wilkinson and Brian Nicholas.

John Wilkinson earned a reputation for himself some five years ago when he built steel fishing boats up to 34 ft. and dories at Aberporth, Wales, after a five-year spell as a fisherman. His partner has also had long experience in building steel boats both at home and abroad.



Harry Slieth's 35ft. boat under construction. She will work from Fishguard and may eventually move to Southern Ireland.

Forces

The men decided to join forces after working together in a Welsh boatyard and they have taken a 25-year lease on a Welsh Development Agency factory.

The yard has appointed Transatlantic Fishing Systems of Penryn, Cornwall, and Brighton Salvage and Marine, of Brighton, to act as agents for the hulls which have the following dimensions: 35 ft. x 12 ft. x 4 ft. and 39 ft. x 13 ft. 3 in. x 5 ft.

The 35-footer will cost £5,500 for all the steelwork, including standard size fuel tanks. The 39-footer is priced at £11,500.

John Wilkinson told *Fishing News* that he will be building the hulls to WFA rule book specifications which include frames at 18 in. centres and extra thickness bottoms.

John Wilkinson, who is also a welding teacher at a local college of further education, says the yard will build other sizes to special order and may even revive the 17 ft. all-steel dory which he made popular.

A number of hulls are already under construction, including a 35-footer for Irishman Harry Slieth. This boat is expected to start operations from Fishguard and be equipped with Transatlantic's longline system using around 2,000 hooks.

She will double as a sea angler and John Wilkinson's son, Phillip, expects to sail as crew.

Nearing completion is a 23 ft. 9 in. x 9 ft. 2 in. x 2 ft. 9 in. hull. This craft, which will have a forward wheelhouse, is to be sold on completion.

A Port Talbot owner has a 33-footer building. Designed at the yard, she is 33 ft. x 12 ft. x 4 ft. and will again be supplied part-complete.

Engine beds

She is costing £4,800 with engine beds, stern tube and superstructure. The hull has been built with a ½ in. flat bar keel and ¼ in. plate; 2½ in. x ⅜ in. frames are at 3 ft. centres.

Other boats due from the yard include a 37 ft. lining / angling / diving boat for Dave Moore of Aberporth, Cardigan; John Wilkinson's 55 ft. trawler/yacht; and Brian Nicholas's 33 ft. trawler/yacht.

Moving up the size scale is this 55-footer John Wilkinson is building for his own use. She is a trawler / yacht-type vessel.

SIZE LIMIT PLAN FOR ESSEX MULLET

A SHORTAGE of grey mullet off the Essex coast may result in a size limit being introduced to conserve stocks.

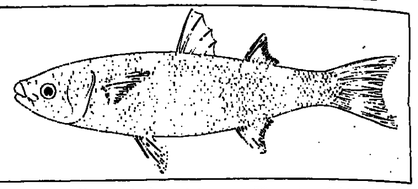
Kent and Essex Sea Fisheries Committee has heard that grey mullet catches at the Essex ports of West Mersea, Tollesbury, Maldon and Burnham have been very poor this summer. Jos Wiggins, Essex's head fishery officer, said the shortage had resulted in "a very severe cutback in effort, with one top boat being sold out of the area, one being put up for sale and another two boats converting to otter trawling."

Grey mullets are common in the shallow waters off the Essex coast; they migrate into the area during the summer when they are often seen in compact shoals entering the river mouths.

Catching mullet with gill nets is a major occupation of many Essex inshore fishermen from May to September.

Local fishermen complained that this summer "only a handful of good landings were made — and most of these were made at Tollesbury or West Mersea."

Mr. Wiggins blames the shortage, which was first noticed earlier this year, on heavy fishing over the past few years.



Essex fishermen are now having to fish The Wash for thick-lipped mullet *(Mugil chelo)*. Scientists may carry out a survey next year.

Local fishermen claim that stocks in the northern part of the Thames Estuary have been seriously reduced by heavy fishing. Poor catches have forced some Essex gill-netters to move further afield and boats from West Mersea and other ports have spent short periods working in Norfolk. Better catches of grey mullet were made in The Wash.

The fishermen's fears were discussed at a recent meeting of the Kent and Essex Sea Fisheries Committee, when it was agreed to support the idea of a size limit for the mullet.

A request has been made to the MAFF Fisheries Laboratory at Lowestoft to investigate the apparent decline and for advice on whether a 40-centimetre size limit would help to conserve stocks.

The grey mullet is a common inshore and estuarine fish found in northern European waters. This fish moves into shallow coastal areas, especially estuaries, during the early spring after spending the winter months in deeper and warmer waters to the south of Britain.

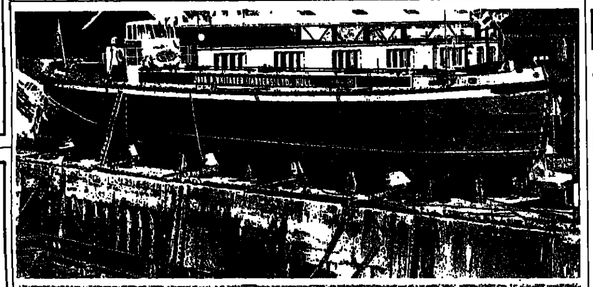
A spokesman at the British (Natural History) Museum in London said that many species of grey mullets inhabited both tropical and temperate seas.

Around Britain and north-west Europe, the most common species is the thick-lipped mullet *(Mugil chelo)*. The value of this fish was not great, but in certain coastal areas of Europe there were local fisheries using gill or trammel nets because mullet are notoriously difficult to attract to a bait and hard to hook.

Like bass, the mullets are fairly slow growing in our waters, a 23 in. fish (58 cm.) usually being about nine years of age.

One of the problems is that immature young fish are common in shallow waters during the warmer months and are easily caught in gill nets.

Essex fishermen believe that a size minimum, which would limit the landing size of mullets, would be a method of building up local stocks.



BUNKER BARGE BACK

A ROUND-the-clock bunkering and watering service is to get under way at Falmouth with the return of one of the port's best-known ships — *Ulster Industry*.

The bunker barge (pictured above) left Falmouth in July, when BP terminated its eight-year charter of her from John H. Whitaker (Holdings) Ltd., of Hull.

She has been waiting for improved weather to enable her to leave Hull, where £10,000 has been spent on converting her for carriage of water as well as oil products.

She will be operated at Falmouth by a consortium comprising Whitakers, Christian Salvesen and Ralph Lambkin, a Falmouth businessman for whom this is the first venture into shipping.

"*Ulster Industry* will be operating virtually as a floating fuel and water station," explained Mr. Lambkin.

"Until the end of April she will be working 24 hours a day, seven days a week. In summer it remains to be seen, but I should think she will still be out there on a seven-day-a-week basis, if not 24 hours a day.

"We accommodate the fish buyers from the Eastern bloc fish factory ships and it was obvious, talking to them, that there was a need for *Ulster Industry* back here," he added.

"So far they have had to berth alongside for refuelling. There are difficulties in bad weather and this also involves road tankers."

Ulster Industry (257 gross tons) will carry 450 tons of oil and 130 tons of water.

She left Falmouth in the summer.

'Galliard' takes freezer lead

BOYD Line vessels continue to head the British Freezer Trawler Competition with *Arctic Galliard* taking over from the previous leader *Arctic Buccaneer* and still in third place is *Arctic Freebooter*, just 242 points ahead of BUT's *Pict*.

Thirty-four vessels — 33 full freezers and a part freezer — figure in the placings list but many have done very little fishing. Some are even assisting in oil rig survey work.

The order of the top twenty vessels in the latest table is given below. Positions held previously are given in brackets.

Position	Vessel	Tonnes	Points
1(2)	*Arctic Galliard* (Boyd)	3576	25,593
2(1)	*Arctic Buccaneer* (Boyd)	4136	25,310
3(3)	*Arctic Freebooter* (Boyd)	1589	22,291
4(4)	*Pict* (BUT)	1476	22,049
5(5)	*St. Benedict* (Hamling)	3811	20,234
6(7)	*Dane* (BUT)	1435	19,970
7(9)	*Kirkella* (Marr)	1413	19,832
8(6)	*Kurd* (BUT)	1390	19,681
9(11)	*Northella* (Marr)	2609	19,351
10(13)	*Ross Illustrious* (BUT)	1301	18,563
11(14)	*Invincible* (BUT)	1271	18,518
12(8)	*Roman* (BUT)	1433	18,423
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fish handling

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Fishing News Supplement No. 12 Dec. 22/29

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Lord Kirkhill then said that the Ross and Cromarty Council intended to promote the order, and pollution was one of the reasons for it. He added later that it should go through Parliament in time for the beginning of the next mackerel season, next August.

SIZE LIMIT PLAN FOR ESSEX MULLET

A SHORTAGE of grey mullet off the Essex coast may result in a size limit being introduced to conserve stocks.

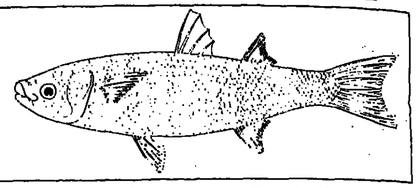
Kent and Essex Sea Fisheries Committee has heard that grey mullet catches at the Essex ports of West Mersea, Tollesbury, Maldon and Burnham have been very poor this summer. Jos Wiggins, Essex's head fishery officer, said the shortage had resulted in "a very severe cutback in effort, with one top boat being sold out of the area, one being put up for sale and another two boats converting to otter trawling."

Grey mullets are common in the shallow waters off the Essex coast; they migrate into the area during the summer when they are often seen in compact shoals entering the river mouths.

Catching mullet with gill nets is a major occupation of many Essex inshore fishermen from May to September.

Local fishermen complained that this summer "only a handful of good landings were made — and most of these were made at Tollesbury or West Mersea."

Mr. Wiggins blames the shortage, which was first noticed earlier this year, on heavy fishing over the past few years.



Essex fishermen are now having to fish The Wash for thick-lipped mullet *(Mugil chelo)*. Scientists may carry out a survey next year.

Local fishermen claim that stocks in the northern part of the Thames Estuary have been seriously reduced by heavy fishing. Poor catches have forced some Essex gill-netters to move further afield and boats from West Mersea and other ports have spent short periods working in Norfolk. Better catches of grey mullet were made in The Wash.

The fishermen's fears were discussed at a recent meeting of the Kent and Essex Sea Fisheries Committee, when it was agreed to support the idea of a size limit for the mullet.

A request has been made to the MAFF Fisheries Laboratory at Lowestoft to investigate the apparent decline and for advice on whether a 40-centimetre size limit would help to conserve stocks.

The grey mullet is a common inshore and estuarine fish found in northern European waters. This fish moves into shallow coastal areas, especially estuaries, during the early spring after spending the winter months in deeper and warmer waters to the south of Britain.

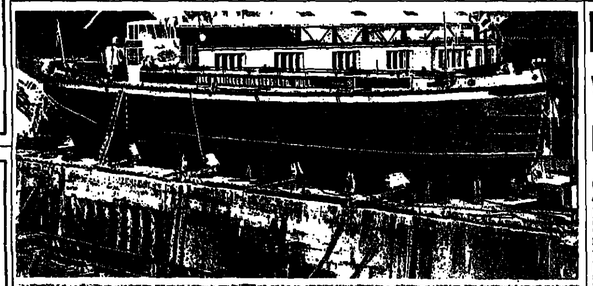
A spokesman at the British (Natural History) Museum in London said that many species of grey mullets inhabited both tropical and temperate seas.

Around Britain and north-west Europe, the most common species is the thick-lipped mullet *(Mugil chelo)*. The value of this fish was not great, but in certain coastal areas of Europe there were local fisheries using gill or trammel nets because mullet are notoriously difficult to attract to a bait and hard to hook.

Like bass, the mullets are fairly slow growing in our waters, a 23 in. fish (58 cm.) usually being about nine years of age.

One of the problems is that immature young fish are common in shallow waters during the warmer months and are easily caught in gill nets.

Essex fishermen believe that a size minimum, which would limit the landing size of mullets, would be a method of building up local stocks.



BUNKER BARGE BACK

A ROUND-the-clock bunkering and watering service is to get under way at Falmouth with the return of one of the port's best-known ships — *Ulster Industry*.

The bunker barge (pictured above) left Falmouth in July, when BP terminated its eight-year charter of her from John H. Whitaker (Holdings) Ltd., of Hull.

She has been waiting for improved weather to enable her to leave Hull, where £10,000 has been spent on converting her for carriage of water as well as oil products.

She will be operated at Falmouth by a consortium comprising Whitakers, Christian Salvesen and Ralph Lambkin, a Falmouth businessman for whom this is the first venture into shipping.

"*Ulster Industry* will be operating virtually as a floating fuel and water station," explained Mr. Lambkin.

"Until the end of April she will be working 24 hours a day, seven days a week. In summer it remains to be seen, but I should think she will still be out there on a seven-day-a-week basis, if not 24 hours a day.

"We accommodate the fish buyers from the Eastern bloc fish factory ships and it was obvious, talking to them, that there was a need for *Ulster Industry* back here," he added.

"So far they have had to berth alongside for refuelling. There are difficulties in bad weather and this also involves road tankers."

Ulster Industry (257 gross tons) will carry 450 tons of oil and 130 tons of water.

She left Falmouth in the summer.

'Galliard' takes freezer lead

BOYD Line vessels continue to head the British Freezer Trawler Competition with *Arctic Galliard* taking over from the previous leader *Arctic Buccaneer* and still in third place is *Arctic Freebooter*, just 242 points ahead of BUT's *Pict*.

Thirty-four vessels — 33 full freezers and a part freezer — figure in the placings list but many have done very little fishing. Some are even assisting in oil rig survey work.

The order of the top twenty vessels in the latest table is given below. Positions held previously are given in brackets.

Position	Vessel	Tonnes	Points
1(2)	*Arctic Galliard* (Boyd)	3576	25,693
2(1)	*Arctic Buccaneer* (Boyd)	4136	25,310
3(3)	*Arctic Freebooter* (Boyd)	1589	22,291
4(4)	*Pict* (BUT)	1476	22,049
5(5)	*St. Benedict* (Hamling)	3811	20,234
6(7)	*Dane* (BUT)	1436	19,970
7(9)	*Kirkella* (Marr)	1413	19,832
8(6)	*Kurd* (BUT)	1380	19,681
9(11)	*Northella* (Marr)	2609	19,351
10(13)	*Ross Illustrious* (BUT)	1301	18,563
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fish handling

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Torry's course on fish handling

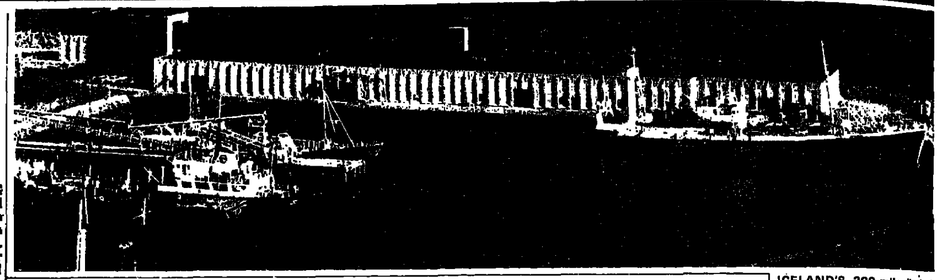
A FISH HANDLING course is being organised by the Torry Research Station at Aberdeen from March 19-24 next year. The course is designed for executives, managers and supervisors in the industry.

All aspects of fish handling, processing and preservation are covered.

The content includes spoilage, hygiene, chilling, freezing, cold storage, packaging, quality assessment, transport and distribution, thawing, smoking, canning, product development, shellfish processing, fish processing machinery and by-products.

The fee for the course is £108 (inc. VAT). This includes lunches, light refreshments, various publications and course notes. It is non-residential, but assistance can be given, if required, in booking accommodation in Aberdeen.

Further particulars, syllabus and application forms can be obtained from: the Director, Ministry of Agriculture, Fisheries and Food, Torry Research Station, PO Box 31, 135 Abbey Road, Aberdeen AB9 8DG.



ICELAND'S 200-mile limit is starting to pay off and, as the cod catch grows, a magnificent new freezing plant (above) has been opened in Reykjavik.

Isbjorninn is the largest and most modern fish factory in the country. It has the best in Baader processing equipment, a battery of APV plate freezers and cold storage capacity for 1,200 tons of fillets and blocks.

Isbjorninn also brings fish processing into the computer age. An IBM computer keeps an electronic eye on input and output and ensures the best possible yield is obtained.

Good potential for Irish raft mussels

YOUGHAL, County Cork, could become a £600,000 a year shellfish farming centre according to the Irish Department of Fisheries. At current market prices of £400-a-ton, against £40-a-ton for dredged mussels, there is big potential for development.

A survey has shown that about 79 acres of sea in the harbour are suitable for mussel raft farming, a method which produces 20 tons of fish per acre every year — a total of 1,580 tons.

Youghal has declined as a fishing centre, but at a public meeting in the town on the possible development of the harbour for shellfish farming, Department of Fisheries biologist, Michael Crowley, said: "There is wonderful potential here."

He pointed out that mussels farmed by the raft method grew faster and more abundantly than those dredged from the sea bottom. The difference in market value was enormous.

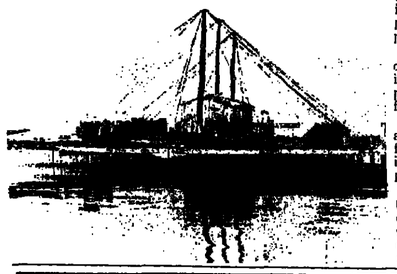
Bord Iascaigh Mhara biologist, Terry Lee, said that the raft method was labour-intensive and would be competing with the multi-million pound Spanish industry.

The successful farming of oysters depended upon having deep water, a well-protected site and a good flow.

Capital investment to start a farm was much higher than for mussel farming. Yet, taking this into account, it was possible to have a return of £14,000 a year after two years, for an investment of £4,000 a year over ten years, if the Pacific oyster, a very fast grower, was to be farmed.

If the native, or European oyster was used, returns were much slower as the oyster takes four to five years to grow to marketable size.

On the other hand, it was considered the better oyster.



Left: a typical Spanish-type oyster raft. Merchants who went on the WFA export mission to Spain last year saw oysters being cultivated.

FISH SHOPS MUST SHOW UNIT PRICES

CONSUMERS will be given the chance to make direct comparisons between fish and poultry. The Government's programme on unit pricing will now be extended to fish and poultry, Robert Maclennan, Parliamentary under-secretary of state for prices and consumer protection, announced in the Commons last week.

"I am circulating today (December 13), proposals to require the price per lb to be indicated for all poultry and to extend unit pricing to all fresh fish and to random weight packs of fish. Comments have been requested by January 19 and I expect to lay the necessary orders shortly afterwards," said Mr. Maclennan.

Fish not pre-packed will be required to be marked with the unit price per lb — except fish normally sold by the ½lb. Random weights of pre-packed fish will be required to be marked with selling price and unit price.

Many fishmongers have already been carrying unit prices, because of the high price of fish, Mr. D. A. Bradfield, president of the National Federation of Fishmongers, told *Fishing News*. "What will be needed is a little commonsense on both sides, because there are areas where an over-enthusiastic inspector will be able to make life difficult for everybody," he added.

Billingsgate

FISHERMEN selling to, and fishmongers buying from, Billingsgate will be well advised next year to keep a close eye on their pine cone, seaweed or even barometer. For they must beware when the indications are for rain. Rain will definitely stop play in the future.

This is not that the market is in danger of flooding or any such natural catastrophy. No — the porter's union branch is in dispute with the employers.

Offers and counter-offers have been made and rejected, a dispute declared. Sanctions were to be applied from Tuesday, December 19 — the start of the season of goodwill to all men — but were put off to the New Year to allow a cooling off period.

Sanction one. No working when it's raining. Perhaps it would have been better from the union's point of view if they had started their action a fortnight earlier, because every morning this month seems to have been wet and windy.

There are other ways in which the porters intend to make their displeasure felt, too. They will be forbidden by their committee to touch a trolley before 5.30 a.m., which presumably means that there will be few samples on display when market trading starts. In any case, samples are to be limited to "two of each" (consignment?).

Entering and removing fish from the mezzanine and basement cold store will effectively cease as there is a prohibition on using the lifts. And to make sure that all these bits, the sales staff are forbidden to carry fish in or out of the market. Finally, porters will not undertake the icing up of unsold fish to preserve it for the next day's sales.

These decisions give rise to a whole series of questions, that one is almost too frightened to ask in case one touches a raw nerve and precipitates, and that's a good word, even more extreme reaction. But how are we to measure raining? Will the union secretary stand with his hand outstretched from the dubious shelter of the market — whose roof leaks anyway — and decide when portering stops and starts?

What if the rain starts as a porter has almost arrived at the carrier's vehicle at the east end of Tower Hill? Does he scuttle back to the market only to have the same long walk ten minutes later, when the shower is over?

Timing a pluvial stoppage will be extremely difficult with porters spread from London Bridge, through the Lawn, by the Customs House and up to the top of Tower Hill.

Perhaps the chairman of the branch will equip himself with a Very pistol — red over white — black clouds in the west; white over red — precipitation in sight; three reds — down barrows, up umbrellas; two greens — all clear, hostile conditions passed, furl umbrellas!

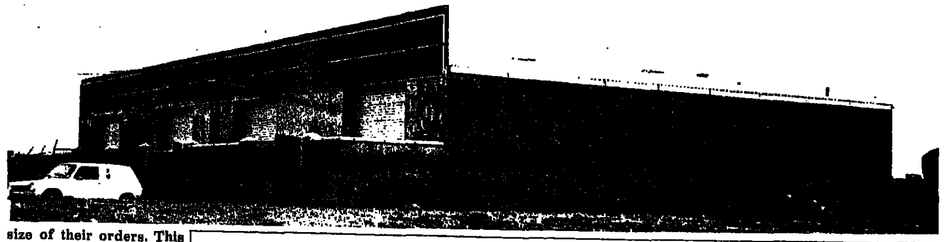
Boom port's fish centre

—THREE NEW FACTORIES FOR PETERHEAD FIRMS

THREE Peterhead fish processors are almost ready to move into new premises which have been built in a special fish processing area close to the booming harbour.

Another firm has just booked a site on which building work will start shortly, while there is still one site waiting to be let.

A number of small processors have set-up business in the town as Peterhead has developed into a major white fish port. So the harbour board decided to make half-an-acre of land at Keith Inch, near the fish market, available to new or existing processing firms which wanted to invest in modern premises and equipment.



Three fish processing plants will be accommodated in this new site at Keith Inch, Peterhead. The ground, leased from the harbour board, is only half-a-mile away from the fish docks.

Architect

The three processing firms joined together to employ the one architect and building contractor as their premises are adjacent to one another.

The largest of the three processors is C. Anderson, which has recently received an order to supply a big French wholesaler with up to 20 tons of frozen and smoked white fish fillets a week.

The firm's new factory, which has a floor space measuring some 60 ft. by 30 ft., is equipped with IQF blast freezer, chillroom and low temperature store, all fitted by refrigeration engineers Spark's of Aberdeen Ltd.

An Afos smoking kiln will be installed soon, and other equipment is to include a Fisadco skinning machine, Berkel scales and a P. P. Paine automatic strapping machine.

Increase

The firm was set-up five years ago. Owned by Christopher Anderson and managed by Len Stainton, it has booked such an increase in business that it could no longer cope in its existing fish houses in James St. and Wilson St.

The firm has sent top-quality fresh and smoked white fish fillets to a number of English wholesalers, which have steadily increased the size of their orders. This work will continue and the firm may take on more staff in the New Year.

The firm's annual turnover has increased from £100,000 to about £1m. and, today, it employs a staff of 17. Anderson will be keeping on the existing premises at Wilson St. and James St.

The other two new factories at Keith Inch are smaller than the Anderson plant and will be occupied by the firms of John Milne and Alec Buchan.

Transfer

John Milne, a former fishsalesman who moved into processing around five years ago, will be transferring his business to the new site. He employs a staff of seven and supplies fresh fillets to a Glasgow wholesaler.

Alec Buchan is a former fisherman who set up his own small processing business earlier this year.

The next building at Keith Inch will be occupied by another former fisherman who has also decided to come ashore and start processing.

All these firms buy top-quality white fish from the large number of seine netters and trawlers which land at Peterhead and their new premises will satisfy all current hygiene requirements for fish processing factories.

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FISH HANDLING, processing and marketing

MAKING SHELLFISH A 'SAFE' PRODUCT

This article looks at the methods being employed to reduce contamination in shellfish

THE PROBLEM of sewage contamination of shellfish is well known. This is associated with molluscan shellfish, such as oysters, mussels and cockles, which are generally eaten raw or only lightly cooked.

The three species of shellfish, mentioned, are at particular risk because they are filter feeders, taking their food material — the small planktonic larvae — by a filtering process and in so doing they concentrate all forms of suspended particles, including sewage bacteria, into their gut systems. This can result in the shellfish being unsuitable for human consumption and can cause marketing difficulties or, under certain conditions a complete ban on sale.

In these circumstances, if the shellfish are to be exploited, the producer, or in some circumstances the local authority, is required to treat the shellfish by a process which will make them suitable for human consumption.

Although some shellfish such as oysters, cockles, mussels and clams, live in estuarine areas where pollution is often due to sewage effluents, the normal methods of commercial practice — especially boiling and preserving — lead to a satisfactory, safe, product. However, most of the problems faced by the Public Health Authority are concerned with fresh, uncooked shellfish and few difficulties arise from shellfish which are cooked or preserved in brine or vinegar.

The Public Health (Shellfish) Regulations (1934) allow a local authority to permit the sale of shellfish from polluted areas after they have been subjected to one of the three following basic forms of treatment:

1. Sterilisation by heat (i.e. cooking).

2. Prelaying in clean seawater.

3. Purification in an approved cleansing plant.

These methods are briefly described below:

STERILISATION OF COCKLES AND MUSSELS

Tests have shown that immersion in boiling water for at least one-and-a-half minutes cooking time is sufficient to destroy any coliform bacteria and to sterilise shellfish for commercial sale. A large proportion of the cockles and mussels landed in this country is eaten after some form of cooking.

Regulations laid down by the Public Health Authorities state that sterilisation by cooking should be carried out by steam under pressure for at least six minutes in an apparatus approved by the local authority.

Sterilisation is also effected by continued immersion of shellfish in boiling water for at least two minutes and certain Health Authorities approve the use of open cooking pots, containing boiling water, in which shellfish such as cockles and mussels are immersed. Both these methods produce shellfish meats, which on leaving the cooker, are of a high sanitary quality.

RELAYING SHELLFISH

This process has long been known, and is often part of normal shellfish cultivation processes. Molluscs such as oysters, mussels and clams taken from polluted areas, when relaid in an area of seawater not subject to pollution by sewage, throw out pathogenic bacteria from their guts and become "clean."

Although shellfish treated in this way may become purified in only a few days it is normal for shellfish to be relaid for at least two weeks to ensure that any shellfish damaged during catching and relaying, have time to respond.

As part of good husbanding fishermen engaged in relaying seed molluscs should try, whenever possible, to ensure that the final area for relaying is free of sewage pollution and is one which produce a product acceptable for human consumption.

This method, although it has some economic advantages, has problems as more and more of our estuaries are subjected to discharges which contain sewage effluents and areas of clean seawater become scarce.

PURIFICATION IN APPROVED CLEANSING PLANTS

Just as shellfish relaid in clean seawater throw out pathogenic bacteria so do shellfish held in tanks of clean seawater. This system of purification is well-established in the United Kingdom following the work of Dr. Dodgson at Conway, North Wales, during the 1920s.

After repeated experiments Dodgson showed that during normal functioning in clean seawater, mussels threw out their polluting bacteria within 48 hours, and these polluting bacteria were bound in the mucus threads of the mussel faeces, which prevented re-pollution of the tank water.

His experiments resulted in the first shellfish purification plant being built at Conway in 1918 to cleanse mussels taken from the local beds. To-day the Conway Purification plant still purifies mussels using a system which involves the chlorination of the seawater to help sterilise the mussels.

While the Conway-type system is ideal for bulk purification of shellfish such as mussels, it is too costly for smaller plants, such as those used to cleanse oysters.

Following development trials at the Fisheries Laboratory, Burnham-on-Crouch, in the 1960s a system which uses ultra-violet light was developed, for sterilising the seawater used to purify molluscan shellfish. This system, used up to the present day, has been found to be effective, cheap, simple to handle and non-toxic to shellfish.

Many privately-owned commercial shellfish purification plants now use the ultra-violet light method to cleanse oysters and mussels.

In recent years the use of ultra-violet light to sterilise seawater in shellfish purification systems has increased. All the U/V systems operated in this country are based on the principle of holding shellfish in the circulated seawater for a period of at least 36 hours, during which time, the tank water is subjected to a period of U/V irradation. This method is now accepted by most Public Health Authorities as the most effective way of producing uncontaminated shellfish, particularly oysters for the market which demands uncooked shellfish.

To aid in the full adoption of the ultra-violet purification system, the Ministry of Agriculture, Fisheries and Food has just published Laboratory Leaflet No. 43 entitled: *Shellfish purification in installation using ultra-violet light.*

LEAFLET ON SHELLFISH CLEANSING

This illustrated leaflet produced by Peter Ayres of the MAFF Shellfish Laboratory at Burnham-on-Crouch, Essex, describes some of the important criteria which must be applied to the successful purification of molluscan shellfish such as oysters, mussels and clams.

This leaflet is recommended to new operators who wish to construct their own cleansing plant and who have little knowledge on the subject. Details are given of various designs of purification tanks and the contents include details of plumbing, installing the U/V units and operating the purification system.

Since few components used in the systems described are specifically designed for the purpose, the emphasis throughout the leaflet is on providing information which will enable interested parties to construct and operate a plant successfully. The Leaflet is obtainable free of charge from MAFF at the Fisheries Laboratory, Burnham-on-Crouch or at the Fisheries Laboratory, Lowestoft.

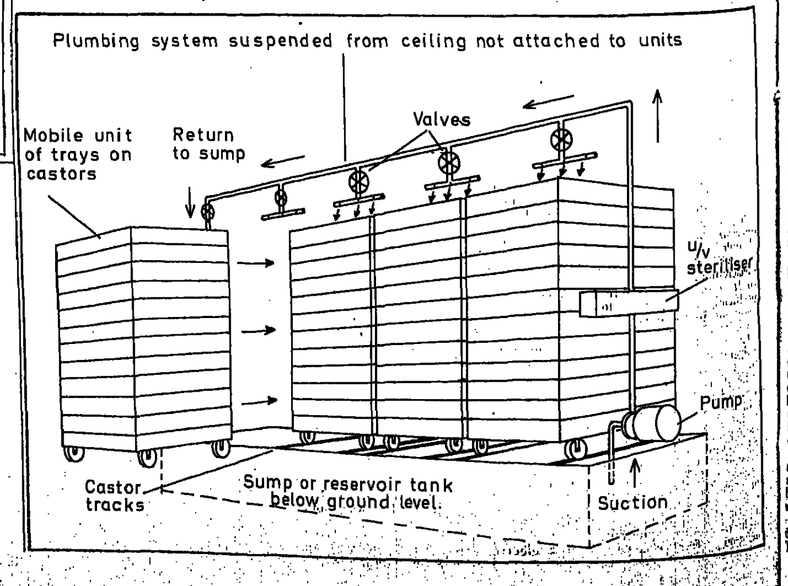
CONTAMINATION REDUCED

Although the problems of sewage contamination of shellfish still exist, the traditional diseases — such as typhoid and para-typhoid — which were once spread by eating polluted shellfish are no longer common. The reason for this can be attributed to the high standards of control imposed by coastal Public Health Authorities and by the improvement in methods available for cleansing molluscan shellfish.

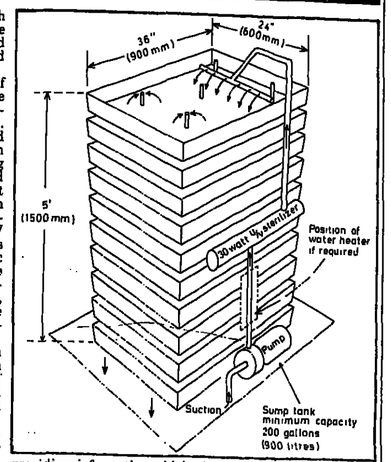
Since authorities were granted special powers to control the taking of shellfish, now consolidated in the Public Health (Shellfish) Regulations of 1934 and 1948, there has been a marked decline of infectious diseases associated with the consumption of shellfish.

In controlling molluscan shellfish, the local authority can prohibit the taking of certain shellfish from a defined area — or permit the sale provided that the oysters, mussels or clams have been cleansed by an approved method. These regulations have worked well, and have permitted controlled exploitation of shellfish from polluted area thus reducing the risk of infection to the public.

Today, especially with purification techniques such as the ultra-violet system which sterilise shellfish, there are few areas yielding polluted shellfish which cannot be made safe for human consumption.



General layout of high density oyster purification system as desribed in Leaflet 43 from the MAFF Fisheries Laboratory at Lowestoft.



Large scale oyster purification plant based on the ultra-violet method of cleansing.

Factory ship for the United States

FOLLOWING A chaotic attempt to operate factory ships in the 1960s the United States is to try again.

A contract has been signed by Marine Construction & Design Co. (MARCO) with owners Carl Perovich and Kenneth R. Peterson, both of Seattle, and Pan-Alaska Fisheries, Inc., for construction of a 160ft. by 40ft. vessel costing nearly £4m. Named *American No. 1*, delivery is scheduled for July, 1979.

It will be the largest privately-financed, American-built vessel designed specifically as a trawler for operations in the developing North Pacific bottom fishery.

The vessel will have two refrigerated holds of 25,500 cu. ft. capacity. A large enclosed space on the main deck forward of the upper hold can be utilised for several types of processing — heading and gutting, filleting, or processing crab.

An extensive refrigeration system for chilling or freezing and storing the products will be fitted. Also included is a wet fish hold of 3,100 cu. ft.

There is a full-length upper deck and partial fo'c'sle deck. Two-thirds of the upper-deck is for fishing operations, and the forward third includes the galley and quarters for a crew of 23, consisting of fishermen and processors. Above the fo'c'sle deck is a two-tier house, with pilot house above and captain's and engineers' quarters and ship's office below.

Main propulsion consists of two Caterpillar D399s with a combined 2250 HP, driving through a Lufkin two-speed reduction and reverse gear to a single shaft and 9ft. diameter propeller. The vessel is equipped with a MARCO 200 HP bow thruster and a stabilising tank.

In the stern of the vessel there are trawl gantry, net reels, and stern ramp. The net will be handled on the upper deck, discharging fish by gravity below.

American No. 1 will have the first installation in North America of a Rapp "Autotrawl" automatic trawling system. The system's deck machinery consists of two 320-HP main trawl winches, a cod end lift winch, gilson winches, net reels, and a net sounder winch.

The electronically controlled electro-hydraulic sensing equipment enables complete automatic control of the net from a console in the pilot house. This allows pre-set automatic pay-out and haul-in, and automatic control of warp tension.

The vessel will have the most extensive complement of electronic fish-finding and navigation equipment of any American trawler, representing an investment of over £250,000. This system will include the first installation in the United States of a Simrad "Situation Display", which is a computerised system that integrates and portrays information from several sonars concerning position and movement of schools of fish, vessel, and net, which aids in intercepting the fish.

Since the ill-fated attempt at big-boat trawling / processing some years ago by the *Seafreeze Pacific* and *Seafreeze Atlantic* under a government subsidy programme, there has been little encouragement to develop a major factory trawler for American waters. The owners of *American No. 1* are confident now that their vessel will lead the way in opening up the Alaska bottom fish industry.

FISH HANDLING, processing and marketing

MACKEREL — are we making the most of it?

MACKEREL has displaced cod as the largest catch by British fishermen. But what are we doing about selling it? Unfortunately, the answer is that marketing has not matched up to expectations. In this article, PAULINE MEYNELL of the White Fish Authority explains what is being done to redress this situation.

DURING THE past few years mackerel has become the only very large resource of previously under-utilised fish available to the UK fleet. In 1977 it represented about 19 per cent by weight of the total fish landed by British vessels in the UK and so became the major species.

In fact, landings doubled from about 87,000 tonnes in 1976 to over 186,500 tonnes in 1977.

Unfortunately the increased landings of mackerel have not been matched by a corresponding growth in the home market, so the species is still seriously under-utilised in terms of human consumption.

The rise in landings has meant that, during the past two or three years, considerable quantities have either been reduced to fish meal or exported.

In 1977 nearly 54,500 tonnes — 30 per cent of the catch — was exported and half of this was fresh and went mainly to France. Similarly, in 1977, nearly 64,500 tonnes (34.5 per cent) were reduced to fish meal.

To determine why sales of mackerel for human consumption have not reached expected levels in the home market, the White Fish Authority has carried out annual surveys of housewives' attitudes towards the species since 1976.

The main findings, backed up by more in-depth research, have indicated that mackerel is a well-known fish, but not universally popular. In spite of its advantageous price when compared to other fish species, housewives have mostly ignored it.

In the years 1976-1977, the number of housewives who bought fresh fish and mackerel almost doubled (from 9 per cent to 17 per cent), but remained fairly constant between 1977 and 1978.

A significant number of housewives in 1976 found mackerel difficult to obtain and, when it was on display, fishmongers did not appear to be promoting it with any enthusiasm. (There was, of course, always the exception to the rule and there were mongers known to WFA staff who, by aggressive marketing, were 100 stones of mackeral per week).

By 1978 most fishmongers were said to stock mackerel, but were still not actively engaged in "selling" it. Smoked mackerel has definitely increased in popularity since 1976, but canned mackerel buyers have been reduced by half.

In 1977, as part of the ongoing research programme, investigations were carried out to determine fishmongers' attitudes to mackerel and whether their opinions were similar to those of their customers. Again it was confirmed that mackerel was considered to be an unpopular species and that customers preferred other types of fish. Consequently not all the fishmongers interviewed offered mackerel for sale in any quantity or stocked it all the year round. Large-scale advertising and suitable recipes were suggested as the main ways in which more people would be encouraged to try the species.

As a result of this research, the WFA's Market Development Unit set up a trial with a London-based supermarket group to test alternative presentations of mackerel and to promote sales of the species generally.

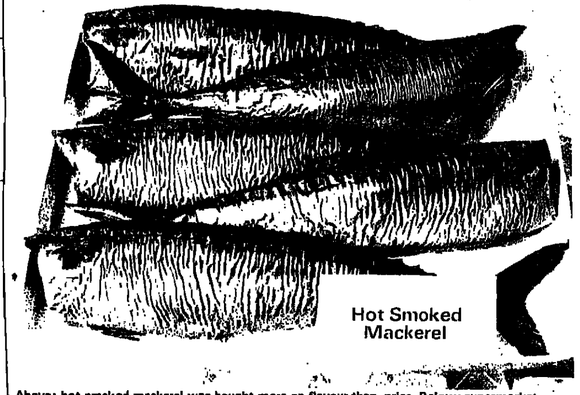
The WFA provided a full colour recipe leaflet, a specialist leaflet describing the various types of mackerel fillet, and other back-up and point of sale material.

The trial, beginning in late October 1977, lasted for six weeks, during which time the sales of wet mackerel as single fillets, block fillets and whole ungutted fish, and hot-smoked mackerel as single fillets and the nobbed whole fish, were monitored in six supermarkets. A consumer research programme of interviews with mackerel buying customers and fish department managers was carried out.

Significant increases in sales of mackerel were achieved in all six stores during the promotion and sales remained above pre-promotion levels during the three weeks immediately following the trial.

Price appeared to be the main factor which influenced customer decisions to purchase, although all the fish department managers considered the WFA point of sale and back-up material, particularly the recipe leaflet, very helpful.

People buying mackerel came from all walks of life and just less than 50 per cent were within the ABC1 social groups, destroying the myth that mackerel is only for the poor.



Hot Smoked Mackerel

Above: hot smoked mackerel was bought more on flavour than price. Below: supermarket counter display during the White Fish Authority marketing drive.

Popular

Mackerel was not, however, popular with customers who had children under 16 or with the under 25s.

The whole ungutted wet fish was the most frequently purchased item, with customers apparently preferring to prepare the fish themselves or, alternatively, having the selected fish prepared for them by department staff.

Fewer customers bought hot-smoked mackerel, although it was purchased more for its flavour than for its price.

To encourage the greater use of mackerel in catering outlets, the WFA has published a recipe leaflet entitled *Mackerel Recipes for Caterers* for distribution at catering seminars, exhibitions and the like. Mackerel is also being featured in a project for the development of fish recipes for use in the school meals service.

Canned mackerel, particularly, has great potential in this sector of the catering market as a relatively cheap protein food, although its usage would probably be increased if it were available in larger size cans, thus removing the need to open a large number of small cans.

Future WFA projects for increased utilisation of the species include the determination of consumers' attitudes to canned mackerel with a comparison of canned British and Japanese mackerel, and the market for frozen mackerel fillets will also be investigated.

As so many of the UK fishing companies have become dependent on mackerel to maintain visibility it seems almost tragic that so little use of the species is made in this country.

There is even the unfortunate situation of whole fresh mackerel being exported to other European countries, such as France and Denmark, only to be imported back again in cans with the higher value that has been added to this processed form.

Foreign

However, this is less significant than the catching industry's total dependence upon foreign klondyking for the viability of the fishery.

Further information on the work of the Market Development Unit, and the two recipe leaflets and fillet leaflet mentioned in this article, are available from: *Market Development Unit, White Fish Authority, 7 Ashley Road, Epsom, Surrey, KT18 5AQ.*

'Trunking' from Grimsby

A ROAD SERVICE THAT GETS FISH FROM TRAWLER TO TABLE IN 24 HOURS

GRIMSBY'S fish distribution — like every other branch of the industry — has undergone a transformation over the years. The fresh or wet fish trade has not been replaced by frozen fish and there are still well over 200 merchants at Grimsby who rely on an inflexible time and distribution schedule as fresh fish cannot wait.

The port of Grimsby was almost entirely the creation of the long-forgotten Manchester, Sheffield and Lincolnshire Railway. As a part of the 'Great Central', the idea was to divert as much fresh fish as possible by fast steam train to London.

But by the 1880s the cost of despatching fish in bulk 'on spec' to Billingsgate for resale had risen to nearly a half the gross wholesale value.

Slowly the present merchant-customer direct supply system to shops, hotels, schools, institutions, friers and provincial markets was phased in as the merchants combed out the hinterlands for potential customers.

Many long-lasting contacts were made in this manner and, with thousands of miles of railways criss-crossing the countryside, all but the most remote outposts became accessible.

Every day thousands of boxes and basses of fish were hauled out of the port by steam locomotives to guarantee very nearly a 12-hour delivery service to any station or halt.

It was a service completely organised and operated by the railway companies and gave rise to the eternal catch-phrase: "Twenty-four hours from trawler to table."

The perishability of the traffic gave fish trains precedence over all other goods trains — and occasionally passenger services — but the appearance of Dr. Beeching's axe in the early 1960s, which saw the massive railway closures British Rail forced through on the recommendation of his report, threatened the very existence of Grimsby's fish trade.

It was the Grimsby Fish Merchants' Association, the merchants' own co-operative organisation, which came to the rescue swiftly and efficiently with an ambitious plan to cross from rail to road.

Already a number of frozen fish processors had successfully switched produce to the roads and several of the larger wet fish firms, with capital and enterprise, had followed the trail of 'trunking' fish by road.

Recalling those pioneering days, FMA traffic manager Frank Garland told *Fishing News*: "No one really thought we could set-up an organisation to deliver fish by road to everywhere in the country before 9 a.m. the following day like the railways.

"But not only did we do it, we improved on it by delivering the merchants' orders to their customers' doors. Today the FMA road transport scheme is the biggest and finest in the world."

The new scheme was founded on three principles. That the merchants' customers are entitled to what they want, exactly when they want it and in the best possible condition.

The main snag with the old railway system was that, unless the destination station was sizeable and able to provide a delivery service onwards (and promptly) by road, the customer was responsible for collecting his own fish from the nearest station.

The FMA reasoned that it could provide a more sophisticated service on the premise that, once on the roads, it may as well deliver the goods directly to the customer's door. From modest beginnings the FMA quickly went nation-wide.

Basically the set-up ensures maximum usage of all the FMA insulated inter-roadhead trunkers on a loop system, working them around the clock to peak efficiency and economy.

Tipped

Once the fish has been tipped at a roadhead, it is transhipped to fleets of three and five-ton trucks which deliver through the night, usually on a regular circuit.

Today the FMA distribution network has 26 roadheads situated at Birmingham, Brentford, Bridgewater, Bristol, Brighton, Cardiff, Darlington, Dunstable, Exeter, Gloucester, Leeds, Manchester, Maidstone, Norwich, Nottingham, Oxford, Poole, St. Austell, Sheffield, Southampton, Stoke-on-Trent, Stow Market, Wisbech, Wrexham, York and Kendall. Each roadhead has its own delivery vehicles, almost invariably three-ton trucks, drivers and staff.

The scheme was pioneered on the Brighton run in October 1962. Two vehicles were chartered from BRS to deliver on alternate nights direct from Grimsby. By early 1963 the run had proved so successful that the FMA decided to extend it.

Within six months the silver and blue articulated road trunkers carrying the words 'Grimsby Fish' had opened up the country, except for London which followed two years later.

It was never the policy to extend the scheme on a regular basis into Scotland, so the roadheads at Kendall and Darlington represent the most northerly distribution units.

All members of the FMA are entitled to use the service. Time is unkind to fish and a customer with a grievance can always change his supplier, but so well geared is the FMA that it works like clock[illegible]

[illegible] is hustle and [illegible] the stranger — a [illegible] of chaos from [illegible] first salesman's [illegible] like castanets on [illegible] morning market.

[illegible] is auctioned to [illegible] merchant's daily [illegible] it is whisked [illegible] factories or [illegible] merchant's own [illegible] be processed. [illegible] is filleted and [illegible] packaged and [illegible] according to individual [illegible]

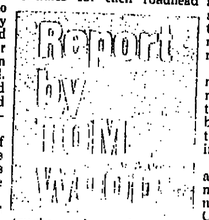
[illegible] standard pads of FMA [illegible] consignment notes the [illegible] same, address [illegible] and the order are [illegible]

[illegible] critical list, rather [illegible] to an atlas, [illegible] 'key' route [illegible] that tells the [illegible] which trunker he [illegible] to get his fish to [illegible] roadhead.

[illegible] number is very [illegible] it also tells the [illegible] at the roadheads [illegible] delivery vehicle [illegible] tranship the order [illegible] last leg of the [illegible] to reaching its [illegible]

[illegible] all the con[illegible] should have been passed on to the FMA central offices for that day's despatches, although the system is flexible enough to absorb small numbers of late orders which turn up.

Here they are sorted into bundles for each roadhead



trunker and passed on to the checkers aboard the containers lined up alongside the pontoon. It is the merchant's responsibility to get his orders to the containers in good time.

Once checked on to the container, the consignment notes are returned to the FMA offices where a duplicate is made for charging out purposes and the originals placed into an envelope and handed to the driver. On a busy day the system copes smoothly with up to 8,000 individual consignment notes for something like 600 tons of fish.

First away is the Exeter trunker at 3.30 p.m. prompt, followed at set times by the other most distant deliveries, as each vehicle aims to arrive at its final roadhead no later than 2 a.m. the following morning (most arrive around midnight).

By extremely careful planning no Grimsby driver terminates a duty at his destination and all the drivers are back in the Humber port in the small hours of the following day.

Even on the longest haul of all, to Exeter, the driver meets up with the previous night's trunker returning to Grimsby 140 miles out at Evesham.

Here the Exeter and Grimsby drivers swap vehicles so that, by the time he arrives back early the following morning, he is just inside the permitted maximum mileage laid down by law of 281 miles per man without an extended rest period.

Often, during the winter months, the Exeter trunker is fully laden with south-west mackerel sent up for the Grimsby markets. One trunker may deliver to two or more roadheads and this is the case with the Exeter trunker which carries the Gloucester, Bridgewater and St. Austell roadhead consignments.

The Gloucester and Bridgewater deliveries are tipped en route to Exeter, but the orders for the St. Austell roadhead are tipped at Exeter and rapidly transhipped to a five-tonner from St. Austell.

This night driver then works his way back, delivering as he goes, through Plymouth and district until he finally arrives back at the St. Austell roadhead around 5 a.m. There he hands over to a day driver and he works on throughout Cornwall delivering the processed orders.

Viability

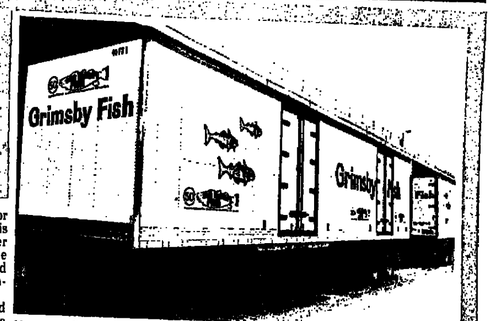
It is this skilful use of day and night drivers which ensures the viability of one of the most complex road transport delivery systems in the UK — and it is masterminded by a tiny staff high up in offices in the FMA premises at Fish Dock Road.

Every night, five nights each week, come rain, hail, snow, ice or fog they go through and seldom do they fail.

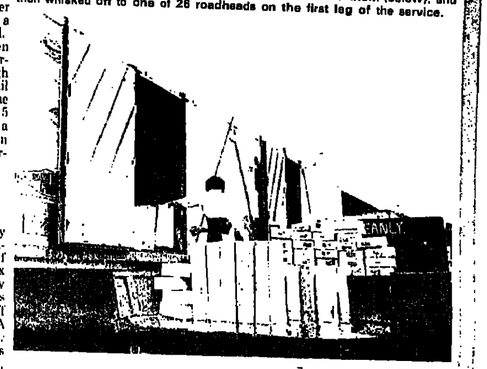
The FMA has bases (not to be confused with roadheads) at Rugby, Peterborough, Lincoln and Newark for trunkers which serve as fine examples of the loop system working to full capacity around the clock.

Each day three trunkers

Turn to page 18



Above: trailer units lined up alongside the pontoon ready to receive the merchants' consignments of fish which are loaded on to them (below), and then whisked off to one of 26 roadheads on the first leg of the service.



Left: the trunker is the workhorse of the entire operation with its independent tractor unit and 40ft. insulated container. Above: checking fish against the consignment notes.

Three-tonners lined up for the local deliveries from Grimsby. Nearly everyone's order is delivered in a similar 3-ton vehicle from the 26 FMA roadheads.

'Trunking'

From page 17

based at Rugby BRS depot are brought back to Grimsby and exchanged for the completion of the 220-mile round Rugby - Grimsby - Rugby journey with laden trunkers for the Poole with Oxford, Bristol with Cardiff and Southampton roadheads.

Once back at Rugby, the day drivers hand over to night drivers who complete the deliveries to the roadheads, and return the empty trunkers back to the Rugby base where the day drivers take over to repeat the process the following day.

On a Monday and Wednesday there is a considerable amount of fish for the Channel Islands, which goes on the Poole trunker (via Rugby) and is flown to its destination from Herne airport, near Bournemouth.

Day drivers from Peterborough bring in two empty trunkers every day and these are swapped for the Maidstone and Brighton runs and returned to Peterborough where the night drivers complete the runs and return to base.

Similarly, at Lincoln, two day drivers bring back last night's vehicles and collect the Brentford and the Stoke with Wrexham runs for the Lincoln night drivers, whilst the solitary day trunker from Newark is the daily northerly loop of the Billingsgate run (actually destined for Brentford where it is transhipped for onward delivery in five and three-ton trucks).

All the other services from Grimsby are delivered to the roadheads inland — sometimes two per trunker — by Grimsby drivers who tip and return to base in a round trip which does not exceed the very stringent legislation laid down to protect drivers, and the public, from the effects of fatigue.

Night

Occasionally, as with fish for the Darlington roadhead, the Grimsby to Leeds with Sheffield trunker tips the Darlington fish at Leeds on to a five-tonner from Darlington and, once back in Darlington, any remaining deliveries not dropped off on the return trip are transhipped for the final leg on to three-ton trucks by the night staff.

Similarly, the Kendall traffic is met at Manchester by a five-tonner which then tranships the Kendall traffic (whilst delivering at Lancaster) on to a three-ton vehicle for delivery back through the night to Kendall and Westmorland.

Once each insulated trunker load of fish has been tipped at the 26 roadheads every night, the boxes and bundles of fish are rapidly sorted — using those vital route numbers — for delivery in the early hours to each final destination by three-ton wagons. This final leg in the nationwide distribution is one of the most vital and is carried out by drivers with an unfailing sense of purpose.

Almost clinical in execution, it is typical of an unparalleled service which virtually enables the smallest trade fish user in the remotest village to obtain high quality supplies with relentless regularity.

On local deliveries through Lincolnshire, Humberside and South Yorkshire it would clearly be impracticable to put a 40ft. articulated trailer and a 32-ton tractor unit on the deliveries. So Grimsby itself operates as a special roadhead and six locally-based three-tonners leave the port around noon to deliver direct in six areas all the local fish orders and provide a unique same-day service.

Decline

Inevitably, the FMA strives to refine and improve the system. The steep decline in fresh landings over recent years due to the loss of distant water fleets has thrown up plenty of problems for Frank Garland and his hard-working colleagues, but to date they have solved them all. Even if the numbers of vehicles, especially the trunkers which are hired on a contract basis from BRS, have been pared down as retrenchment became reality, they have won through.

Indeed, contraction remains a serious problem, as does pilferage of fish (mainly after it has been delivered to the customer), and the FMA would be the last to admit that it was not concerned for the future.

There are signs that the worst may now be past and the old Grimsby tradition of providing fish from trawler to table in 24 hours is still very much the byword.

Frank Garland; traffic manager to the FMA.

EEC MUST START FISH SALES SCHEME — says O'Kelly

A PLEA for a proper EEC scheme to market fish was called for last month by Brendan O'Kelly, chairman of the Irish Sea Fisheries Board (BIM).

"No comprehensive Common Market fish marketing programme existed. While minimum price schemes were essential for inducing confidence in the production sector, they were no substitute for a marketing programme geared to consumer demand," he said.

"The European fishing industry must recognise this fact and the granting of EEC aid to national governments on a matching pound for pound basis to improve fish promotional activities would be a positive step in this direction.

Speaking at the launch of BIM's European Seafood Restaurant Award at Dun Laoghaire, he said:

"The current pre-occupation of EEC countries with fishery production problems has diverted attention from a fundamental marketing malaise which could assume crisis proportions.

"The serious resource situation in Europe had deflected attention from the growing threat of market competition from Third Countries.

"Many of these countries will become major exporters of fishery products as a result of improved restocking of fish resources following the establishment of 200-mile economic zones.

"Indeed, if current conservation policies of the Community turn out to be successful, then we could look forward to increased landings of certain species of fish which are now in short supply.

"In the face of this very clear trend, it was very important that the EEC should firmly and positively set out its policy guidelines for the development of a marketing strategy embracing market research, consumer education and promotional programmes for traditional and under-utilised species.

THE AWARD

THE Irish Sea Fisheries Board (BIM) has launched the Seafood Restaurant Award to emphasise the up-grading of Irish seafood on the export market. The board is aiming to establish a network of seafood restaurants throughout Europe to promote Irish seafood linked to Irish sources of supply. Pictured above is Fisheries Minister Brian Lenihan (right) presenting the award (Cumann na Mara — Society of the Sea) to Senor Jose Sanchez of the Restaurant Bajamar, Madrid, Spain. Also in the picture are His Excellency Emile Pan de Soraluce, Spanish Ambassador (left); Senora Jose Sanchez; and Brendan O'Kelly (second from right).

Success in export markets

IRISH fish exports last year were valued at £27,488,000 as against £22,616,000 in 1976, said Brian Lenihan, Ireland's Fisheries Minister, at the launch of seafood restaurant award.

He said: "Due to BIM's efforts and the enterprise of Irish fish exporters, there has been a marked diversification of exports to the most lucrative markets abroad, through the development of fish processing.

"Substantial new markets have been developed in Scandinavia, West Germany, Belgium and Spain, while exports to traditional markets such as Britain, the Netherlands and France have been expanded.

"New outlets are continuing to develop — the list is an interesting one.

"Escallops to the United States, crabmeat to Sweden, salmon to Beirut, kippered herrings to Paris, salted mackerel to Jamaica, horse mackerel to Africa, but oldest of all, perhaps, is that Irish herrings are being exported to Norway, which was until recent years one of the world's leading catching nations.

"Naturally, as Minister responsible for fisheries, of prime concern to me is the conservation and improvement of fish stocks. The regeneration of those stocks is vital to the prosperity of the fishing industry not alone in Ireland, but throughout the Community.

"The EEC has declared its intention to apply to the Common Fisheries Policy in such a manner as to ensure the continued and progressive development of the Irish fishing industry on the basis of the Irish Government's Programme for Fisheries Development.

"It is BIM's policy to promote an environment which will make the achievement of this objective for development possible. This will entail a change of emphasis by the fleet from a pattern of fishing for herring to one of fishing for white fish and other species.

"High on the board's priority list is increasing the productivity of the existing fleet, the development of species which have hitherto been under-utilised and identifying, through market research, the markets and varieties which offer the greatest scope for expansion."

The Minister welcomed representatives of leading restaurants throughout Europe specialising in Irish seafood to Dublin and said:

"In launching Cumann na Mara, the Society of the Sea, I now know that people will be able to find their way to outstanding seafood restaurants without the aid of a local gourmet.

"Appropriately, the first award to Restaurant Bajamar, Madrid, is being made to an establishment with a European-wide reputation."

FISH HANDLING, processing and marketing

COD WILL STAY KING

DESPITE the hunt for alternative fish, it became clear at the International Seafood Conference in Monaco, last month, that world demand for cod was as strong as ever. Although many nations are being hit by supply problems, there was some optimism for long term landings of cod.

BRITISH fears of cod famine are unlikely to be justified. Changes in source of supply can be anticipated and more imports can be expected. This was the view of experts at the first International Seafood Conference held in Monte Carlo last month.

The subject of supplies emerged as a key issue at the conference which was attended by 400 delegates representing 183 companies from 30 countries.

Organised by Bob Erkins, publisher of the *International Seafood Letter*, the idea of the conference was to provide a forum at which delegates from all nations could debate issues and seek solutions to common problems.

The British were out in force and it was Mick Coburn, managing director, Findus UK Ltd., who led the proceedings, by presenting a multi-national company's view of growth and profit in seafood.

Supply

Dealing first with supplies, Mr. Coburn did not think that there is a world wide shortage of fish supply for the industrial world, but there are many complications including source of supply, type, quality and price.

After explaining how his company had responded to shortages of white fish supplies following the Cod War and the introduction of the 200-mile limit, he went on to welcome the limit because "there is a world-wide urgent need to protect and replenish fish."

The shortage of supplies, however, did have the effect of making processors more efficient. New techniques were devised to maximise yields of edible flesh and new species were sought. But whether the new species, especially blue whiting, will ever be used in great quantities, remains doubtful.

Certainly the prospect of British fish eaters being presented with grenadier and rat tail species was dismissed by Birds Eye expert Alastair Graham.

Arguing that traditional species such as cod will continue to be available, Mr. Graham saw little incentive for the major marketing firms of the UK to invest very heavily in persuading the conservative British fish consumer that she should try out species with which she is totally unfamiliar.

Preserve

"Consequently, if my earlier premises are valid that the traditional species will, in fact, be preserved and that the British consumer will not find it easy to be attracted to alternatives, then the incentive to develop processing techniques and to invest in the marketing of such products as blue whiting for human consumption are not going to be exciting for many processers.

"The only pressure for this sort of activity is likely to be forthcoming from the disenfranchised catching fleets and I do not believe that such a dramatic new trend will be established."

Although Findus experts have been heavily involved in developing and refining filleting machinery to deal with blue whiting, Mr. Coburn warned that "the economics of this fishery remain uncertain in terms of satisfactory yield, colour, storage life and cost."

In the event of traditional fish requirements remaining in short supply then, according to Mr. Coburn, "commercially viable products made from blue whiting could be on the frozen food markets throughout the world within a couple of years."

"If I am wrong, and I hope I am not, since we have invested a great deal of time and money, then blue whiting will still be a great asset to Europe in supplying our needs for animal feeding stuff while reducing costly imports, and possibly providing an export trade."

But whether there will ever be a need for blue whiting to surface or not, one thing is certain, the British fishing industry will never be the same again.

The introduction of 200 mile limits has gone ahead at a rapid pace and according to Mr. W. P. Appleyard of the UN Fisheries Division (soon to be managing director of Oman National Fishing Company) well over 70 countries with 30 more in the pipeline have taken unilateral action regarding the limit.

Clearly those nations with vast shore-lines such as Canada and Greenland will benefit enormously and so too will developing nations. But initially, according to Mr. Appleyard, "We will see a fall in the annual world catch because many countries have not had time to develop their fishing industries."

Discussing future North Atlantic supplies, Canadian Fish Exporters' Association spokesman Ronald Bulmer predicted major increases in exports of cod and confirmed that his country now has the real potential to become the world's number one exporter of fish products.

'Little incentive to persuade consumers to try unfamiliar species'

Looking to the mid-eighties, Mr. Bulmer saw world demand for cod at about 1.5m tonnes composed mainly of USA (400,000); EEC (300,000); and others such as Spain, Portugal etc. (600,000).

Supplies however are only likely to reach a total of 1.3m tonnes from Canada (500,000); Iceland (400,000) and Norway (400,000).

The prospects therefore are for a deficit of 200,000 tonnes in 1985.

And although Canada's number one trading partner will remain the U.S. market, "larger quantities of Canadian fish will find markets in Europe."

"It is probable that Canada will be able to increase its exports to the EEC hopefully given some adjustments in tariff levels." Challenging Mr. Bulmer's estimates, Torry Research Station scientist Geoffrey Burgess described the cod supply forecasts as "confusing."

"Are the increases in Canadian forecasts real or are they merely catching the fish that was previously caught by other nations?" he asked.

Calling for greater international co-operation he went on to suggest the possible formation of FISHEC, the fisherman's equivalent of the oilman's OPEC.

Closer links between Canada and EEC countries was also advocated by seafood consultant Eric Elston who believed that Canada will find it difficult to catch all the fish they forecast.

Contrasting the Canadian optimism came a gloomy picture for immediate supplies from Norway.

According to Terje Kornes of the Seamark Corporation: "The current landings in Norway are extremely limited and the fresh trawlers as well as the plants waiting for their raw material are facing a disasterous fourth quarter this year.

"Our scientists tell us that the spawning stock of cod is only half of what they feel necessary for quotas to remain unchanged, and only a third of what it ideally should be.

"1979 will be a year of shortage and our industry certainly has some very difficult months ahead. The outlook for the following years remains good with total catchable quantity of cod projected in 1980 to 900,000 tonnes.

Neither are the declining fortunes of the US dollar helping. Its recent demise however is causing more frozen fillets to be diverted to the UK.

Norwegian exporters are "currently losing 10 to 12 per cent on shipments to the US. The value of the dollar has not reached the level where prices quoted in US funds returned enough money for the packer."

The result? "A heavy shift in exports of frozen fillets to the UK market. And unless the relation between the dollar and our currency improves considerably this trend will continue in 1979."

Another of the Norway's problems involves the agreement on quotas and enforcement of restrictions resulting from the arrival of the 200 mile limit.

Agreement

According to a statement by Norwegian Foreign Affairs Minister Helge Vindeness, several points of agreement are necessary in order to translate the new global fishery regime into a workable system which will protect stocks in a manner promoting long term optimum utilisation.

The need to enter into co-operation with neighbours is paramount.

But in the North Sea, for instance, Norway is interdependent on EEC member countries and the fact that agreement on fisheries policy within the community has yet to be reached, is complicating matters.

But agreement on quotas is not the only area for future international co-operation.

Warning fish and frozen food exporters to the United States Lee Weddig, executive vice president of the National Fisheries Institute, said: "The state of Massachusetts has legislated that virtually all foods must have a sell by or use by date on their label.

For frozen foods including fish and seafood, this requirement becomes effective on July 1, 1980.

This means that 1979 packs will probably have to include the necessary information since the product may still be on the retail shelves in mid-1980.

This new requirement does not apply to products packed in bulk for use as a raw material, such as fish blocks. Immediate questions are raised for packers of all other frozen fish items. For example, should the label provide a sell by, or a use by date. The law allows either.

Display

A product whose date has expired may still be sold, but it must be displayed and identified as being substandard. The consensus appears to be that a label saying "for best quality, use before such-and-such date" would be the most useful.

"While the regulation presently applies only in Massachusetts, the impact probably is national in scope, especially for the overseas packer. It appears as if one must assume that any given package could end up in Massachusetts and thus all must meet the new requirement.

"While Massachusetts appears to have forced the issue of open dating in the States, the matter is by no means dead on a national level. Until the Congress has ended, open date labeling was approved by the appropriate subcommittee in the House of Representatives. The legislation died in the press of other issues of greater urgency. The moving force in the House, Congressman Paul Rodgers, retired so it is not possible to predict if food labeling legislation will come up in the next session of Congress.

Even if Congress takes no action on its own, the question is being considered by the Food and Drug Administration which has just concluded a series of hearings on this and other subjects. The FDA lacks authority to require sell date labeling but certainly could request such authority from Congress.

"I also stress the need to be prepared for new requirements on very basic forms of consumer communications and education—the product label. Special attention must be paid immediately to the new need to show a sell by or use by date."

Acknowledging the problem, Mick Coburn in his capacity as president of the UK Association of Frozen Food Producers, proposed a resolution that the British Star Marking system be adopted.

It has worked well in Britain for well over a decade he explained and went on to urge delegates to lobby for its institution into individual's countries.

'Sell-date labelling will have a big impact everywhere'

A fall in the world catch is predicted by Mr. W. P. Appleyard of the UN's Fisheries Division (below left). Cod supplies forecasts are "confusing" — G. Burgess, head of Torry Research Station, Aberdeen (below right).

FISH HANDLING, processing and marketing

Conference organiser Bob Erkins welcomes leading British experts to the International Seafood Conference at Monte Carlo. From left to right are: John Bennett, Associated Fisheries Ltd.; Mick Coburn, Findus (UK) Ltd.; Jim Dunlop, Associated Fisheries Ltd.; and Eric Elston, formerly of Birds Eye who now runs his own seafood consultancy from the U.K.

'FN' FISH TRADING GUIDE

going out

DURING the first ten months of 1978 total exports of UK fish products reached a new peak of £110 million and continued to be on a rising trend. Over the past few months sales abroad have performed well and the current trends continue to be very satisfactory.

In October deliveries of fish products totalled £13.6 million, compared with £10.7 million in the previous month. Most of the increase came from exports to the EEC countries, which accounted for 70 per cent of the total. Their value amounted to £9.6 million, which represented a rise of 21 per cent compared to the previous month.

Despite this upward trend for exports, there was a continued deficit on Britain's trade balance in fish products and the gap, in fact, widened during October. It amounted to £11 million in that month compared to £8.8 million in September and, for the first ten months of 1978, the deficit reached over £108 million.

coming in

THE TREND in imports has been mixed but, in October, a marked recovery in value was recorded. The total amounted to £24.5 million compared to £19.5 million and, for the January-October period, the value of imported fish rose to £218 million.

Higher imports were seen from most suppliers, particularly from Common Market countries where a rise of 56 per cent was reported compared to September. Deliveries from Scandinavian countries showed only a small increase, but imports from North America continued upwards and reached £4 million (£3 million in the previous month).

The biggest group of imports was preserved fish with a value reaching £6.1 million, compared with £3.9 million in the previous month. An upsurge in demand for fresh fish was also noticeable (sales reaching £4.2 million), while frozen fish fillets jumped by 50 per cent. So, total imports of these frozen products amounted to nearly £60 million for the January-October period.

TABLE 1 — EXPORTS OF FISH AND FISH PREPARATIONS
(by regions)

	Oct 1978 £000	Sept 1978 £000	Jan-Oct 1978 £000
EEC countries	9,626	7,901	68,369
Other Western Europe	1,426	1,244	9,245
North America	838	628	6,279
Other developed countries*	603	382	7,011
Latin America	25	45	464
Middle East and North Africa	316	185	3,270
Other developing countries	519	333	9,748
Communist countries	495	20	5,618

*Australia, New Zealand, South Africa and Japan

TABLE 2 — EXPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS
— by value

	Oct 1978 £000	Sept 1978 £000	Jan-Oct 1978 £000
Fresh or chilled fish	1,946	1,697	13,064
Frozen fish	2,128	1,518	31,156
Fish fillets (fresh or chilled)	54	15	168
Fish fillets (frozen)	1,141	567	8,357
Fish meal for human consumption	—	—	134
Dried cod	2	7	136
Dried or salted fish	2,187	1,009	5,967
Smoked fish	611	669	5,655
Crustaceans and molluscs (including lobsters, oysters and crabs)	4,285	3,976	30,435
Prepared or preserved fish (including caviar and canned salmon)	1,041	1,087	13,112
Prepared or preserved crustaceans and molluscs (including crabs)	256	193	1,851

TABLE 3 — EXPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS
— by weight

	Oct 1978 tons	Sept 1978 tons	Jan-Oct 1978 tons
Fresh or chilled fish	5,060	3,470	39,368
Frozen fish	5,404	2,226	117,319
Fish fillets (fresh or chilled)	64	15	174
Fish fillets (frozen)	2,583	720	12,319
Fish meal for human consumption	—	—	741
Dried cod	2	3	105
Dried or salted fish	3,836	1,503	9,613
Smoked fish	419	431	3,984
Crustaceans and molluscs (including lobsters, oysters and crabs)	2,000	2,312	19,879
Prepared or preserved fish (including caviar and canned salmon)	848	980	10,348
Prepared or preserved crustaceans and molluscs (including crabs)	116	85	830

TABLE 4 — TOTAL IMPORTS OF FISH AND FISH PREPARATIONS
— by regions

	Oct 1978 £000	Sept 1978 £000	Jan-Oct 1978 £000
EEC countries	7,845	4,958	64,950
Other Western Europe	6,777	6,585	75,682
North America	4,054	3,039	34,801
Other developed countries*	1,745	1,407	13,400
Latin America	419	571	3,495
Middle East and North Africa	400	207	2,778
Other developing countries	2,925	2,701	18,225
Communist countries	324	55	4,470

*Australia, New Zealand, South Africa and Japan

TABLE 5 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS
— by value

	Oct 1978 £000	Sept 1978 £000	Jan-Oct 1978 £000
Fresh or chilled fish	4,220	2,776	35,161
Frozen fish	2,054	2,630	22,581
Fish fillets (fresh or chilled)	63	51	765
Fish fillets (frozen)	5,987	4,033	59,671
Fish meal for human consumption	—	—	14
Dried cod	3	10	73
Dried or salted fish	184	219	1,793
Smoked fish	66	47	382
Crustaceans and molluscs (inc. lobsters, oysters and crabs)	2,215	1,888	17,799
Prepared fish or preserved fish (inc. caviar and canned salmon)	6,151	3,914	55,218
Prepared or preserved crustaceans and molluscs (including crabs)	3,544	3,954	24,641

TABLE 6 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS
— by weight

	Oct 1978 tons	Sept 1978 tons	Jan-Oct 1978 tons
Fresh or chilled fish	7,154	5,137	64,346
Frozen fish	2,253	2,761	28,632
Fish fillets (fresh or chilled)	66	41	724
Fish fillets (frozen)	5,755	3,989	54,934
Fish meal for human consumption	—	—	32
Dried cod	1	4	50
Dried or salted fish	272	343	2,830
Smoked fish	36	19	223
Crustaceans and molluscs (including lobsters, oysters and crabs)	2,359	954	13,514
Prepared or preserved fish (including caviar and canned salmon)	4,014	3,566	37,493
Prepared or preserved crustaceans and molluscs (including crabs)	1,610	1,631	10,466

A new service

IN CONJUNCTION with the research organisation Economic Services, *Fishing News* is planning to launch a confidential newsletter giving more detailed surveys on exports and imports of fish products. This will provide vital data for companies dealing in the international fish business.

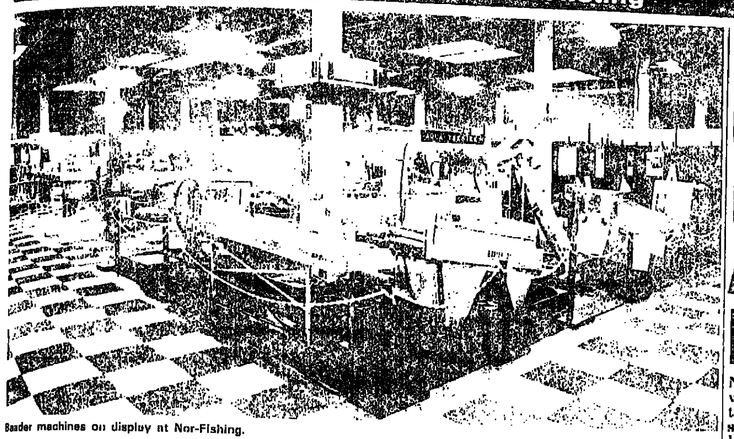
If you are interested in receiving these reports on a fee-paying basis, please indicate below:

Name ..... Company .....

Address .....

.....

Post to: Editor, Fishing News, Ludgate House, 110 Fleet Street, London EC4 2JL.



Seader machines on display at Nor-Fishing.

Bubbles move fish out of RSW tanks

AN AIR bubble system of assisting discharge of fish from refrigerated sea water tanks was one of the new ideas on show at last month's Nor-Fishing 78 exhibition in Oslo.

It has been developed by the refrigeration firm Kvaerner Kulde in co-operation with the Norwegian Fisheries Directorate and two processing companies.

The aim is to get food plant fish easily out of RSW tanks without damaging them and without having to resort to expensive manual handling.

Basically the system consists of a transporter (elevator) at one end of the tank and a series of air pipes at the bottom. Air bubbled through the tanks gets the fish circulating. As they move to the transporter end the moving scoops of the elevator lift them out of the tank to conveyor or bin.

According to Kvaerner Kulde, the system can be used with most kinds of fish.

It was one of a number of new aids to fish handling and processing which were a strong feature of the displays at Nor-Fishing.

This was the first time that the two-yearly international fishery show had been held in Oslo. The venue was the organiser's large exhibition halls at the Sjolyst Centre. More than 150 exhibitors took part and the show was visited by some 10,000 people.

Prominent among the exhibitors were process machinery firms such as Baader and Arenco.

On its stand Trio Maskinindustri of Stavanger showed its new fully automatic machine for packing sprats in cans which is claimed to do the work of 10 to 12 operators.

The type RP machine can pack 40 to 80 cans a minute depending on the size of fish.

Also on show was a semi-automatic rodding device for smoked mackerel and similar fish. It consists of a rodding base into which the fish are hand filled. The rod is then shot through the heads or body as required.

This equipment, says Trio, makes the rodding operation much easier and the operator can turn out up to 100 per cent more than by hand rodding.

Blue whiting: CATCHING IS WAY AHEAD OF MARKETING

NORWAY, like Britain, has been experimenting with direct food uses of blue whiting. But, with the demand from the fish meal industry, she seems to have made less progress than the British industry and the WFA.

Noting this lack of progress at a Nor-Fishing seminar on blue whiting in November, one speaker said it was unfortunate that means of catching new species tended to run ahead of ways of processing them and finding food markets.

Norway has not lagged in the catching. In the spring season from April to early June, 32 purse seiners equipped for mid-winter trawling took 33,000 tons in waters to the west of the British Isles, and 38 ships took about 82,000 tons off the Faroes.

Large new combination ships with engines of 3000 hp and more took the great bulk of the catch and almost all of it went into meal plants.

Norwegians are working to develop food uses. A small part of the catch has been consumed as fillets, or in fish sticks and human edible protein concentrate.

But it is the meal plants that have the need, and this will be even greater in 1979 as the industry is forced to eke out a low capelin quota.

Looking to the blue whiting stocks, speakers at the seminar suggested a possible catch in 1979 of 100,000 to 500,000 tons. As April-June this will be a possible extension of the season into February or March and to later in June.

Lower power ships may also be able to fish more successfully through development work in Norway and the Faroes on trawls with mesh sizes of 40 and even 16 metres on the wings and forward end.

CANNERIES BOOM AND SLUMP...

RISING production of sardine (pilchard) canneries along the west coast of South America has coincided with a consuming slump in the huge fishery for this species off Walvis Bay, in South West Africa.

In Peru, after struggling for years to get back into the large-scale production of fish meal from anchovy, the industry is being encouraged to use pilchards and other small pelagic shoal fish.

Up to about 1962, there were some 65 canneries in Peru, most of them packing anchovy. Then came the boom in fish meal and the rise of the fish meal industry. By the late 1960s, the number of active canneries had dwindled to less than ten.

Today there are 45 in operation and licences have been granted for a further 25. South Africa, in anxious search of pilchards to replace the Walvis Bay supply, has already bought 500,000 cases from Peru.

She has also taken about 100,000 cases from Chile were some canneries have been equipped partly with plant taken from Southern African factories.

As stocks of some well-known brands go down, buyers in Britain could well find that their replacements are coming from canners in Peru, Chile or Ecuador.

Claben jobs to go

THE CLABEN fish processing factory at Aberdeen has given redundancy notices to 110 of its 254-strong workforce.

The factory, at North Esplanade East, is to be run down over the next few months and operations transferred to smaller premises in Torry which were previously owned by Starwood Fisheries.

Claben has been hit by a decrease in supplies mainly brought on by the herring bans in the North Sea and off the Scottish west coast. A warning that this could be the first of many pay-offs has come from Jack Craig, president of the Aberdeen Fish Merchants' Association.

The news came as the Grampian Fisheries Committee was discussing the critical state of the industry. Committee convener, Councillor Sandy Mutch, proposed that a deputation should be sent to Westminster which would embrace the whole of the Scottish fishing industry.

FISH HANDLING, processing and marketing

PARIS FOOD FAIR REPORT

French are getting hooked on frozen fish

Imported German Fish Meals on show at the SAIL International Food Exhibition.

THE SIAL International Food Exhibition held in Paris last month was certainly worth a visit for anyone connected with the marketing of fish and fish products. This show which is held every two years may not be as large as the German Food Fair, with which it rotates biannually, but what it lacks in size it gains in quality.

Of course, the term size is relative and in the Exhibition Hall which had three levels, 1,100 French and 900 overseas firms were represented. This year the show attracted around 90,000 visitors and of these 20,000 were from outside France.

French fish and fish products were well represented with 36 firms exhibiting fresh fish and shellfish, 52 firms frozen fish and shellfish, plus 41 canned fish exhibitors.

There were 14 firms who had smoked salmon and other smoked fish on display, a further nine other fish products and not less than eight with caviar and caviar substitutes.

An interesting development at the show was the growth of the frozen fish and shellfish representation — from only 40 firms in 1976 to 52 this year. This no doubt reflects the trend in France towards greater consumption of frozen foods which has been showing the following annual increases over previous years: 1972 — 30%; 1973 — 36%; 1976 — 31%; 1977 — 27%; the two years 1974 and 1975 showing somewhat smaller increases.

French firms such as La Surgelation Alimentair presented an attractive range of retail fish packs under their brand name 'Pompon Rouge'.

Pierre Chevance & Fils of Paris displayed vacuum packs of smoked trout, smoked eel and smoked salmon. Also seen was their 'Assiotte Nautique' range which are composite retail vacuum-packs of hors d'oeuvres containing small proportions of smoked salmon, eel, trout, sturgeon and cods roe.

A French importer, Courrier of Stains, had a range of German ready-to-serve 'long-life' fish dishes made by Norda on their trade stand. The presentation was excellent and each pack was two-portion size.

The various regions of France, such as Normandy, Corsica, Aquitaine etc., had their own pavilions within which the various regional producers, manufacturers and distributors had their own trade stands. These were usually more modest and economical in scale than those of the individual exhibitors.

The nearest approach to this at British food fairs are the pavilions sponsored by the Northern Ireland Agricultural Trust. Perhaps we are missing out on something in this line and we should encourage regional participation from Wales, Scotland and the South-West.

Under the brand name 'Nagel', Eupromer offered a selection of frozen soups in 1 kg multi-colour pouches with contents such as: eel and sorrel soup; lobster soup; fish soup and bouillabaisse. It is quite astounding that no British company has ventured into the frozen soup market as yet. This might even be a profitable outlet for some of the by-products of fish processors.

Over 30 overseas countries were exhibiting fish and shellfish in their national pavilions. Amongst these were: Argentine, Australia, Belgium, Brazil, Bangladesh, Canada, Chile, Costa Rica, Denmark, Greece and Eire.

The Irish Sea Fisheries Board had their own stand within the Irish Pavilion and amongst their promotional material was a well presented brochure in English, French and German setting out means of direct transport from Ireland to destinations in Europe by sea and air, product description as well as method of packaging and details of landings by species at various Irish ports.

There were trade stands with fish from India, Israel, Italy, Japan, Kenya, Malaysia and Mexico. The Netherlands were represented by Th. van Huystee as well as GROKO and New Zealand by Kennick Trading Ltd., who have Soprapeche as their French representatives.

Spain was out in force with eight companies offering canned fish. Taiwan under the name Far East Trade Service Inc. was also displaying a range of canned and frozen fish.

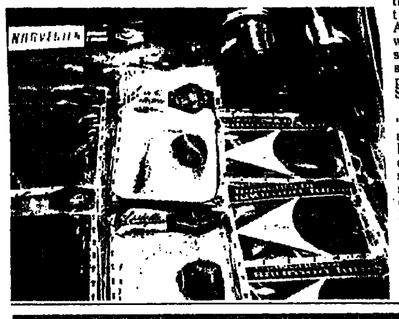
There was a very modest turn out by the United States, which was represented by A. J. C. International Inc. of Atlanta, Booth Fisheries and Seamark S.A. of Boston.

Although perhaps not the largest of the overseas exhibitors, the British Food Export Council stand was without doubt the most attractively designed one.

Amongst the 70 British exhibitors were many displaying fish and fish products, such as: Anglia Frozen Foods; Brekkes Group; B & A Britton; Celtic Foods; Flying Goose; Imperial Foods together with Ross Foods and Youngs Seafoods; Pinneys Smokehouses; Severnside, Armour Foods, Northray and Haffenden International Marketing.

Before returning from the exhibition a brief visit was made to a French Hypermarket to compare prices. For the purpose of comparison an exchange rate of French francs 8.50 to £1 was used (see below).


Above: the Russian Trade Stand and below Vac-Pack of smoked trout, eel and salmon from Pierre Chevance & Fils of Paris.



Product	Price per lb in £/p
FROZEN	
Fillets of Cod, bulk-pack	1.11
Lobster Tail, bulk-pack	6.35
Fillets of Sole, bulk-pack	1.29
Whole Frozen Pacific White Salmon (USA)	1.93
Small Whiting (South Africa)	0.53
Scallop Meat, bulk-pack (Japan)	3.32
20 Fish Fingers — Cod	0.71
8 Fish Fingers — Cod retail-pack 400g	(per pack) 1.22
4 Fish Fingers — Haddock retail-pack 200g	(per pack) 0.74
4 Fish Cakes, retail-pack 300g	(per pack) 0.86
6 Fish Cakes, retail-pack 450g	(per pack) 1.20
FRESH	
Cod	1.17
Hake	2.28
Mackerel	0.43
Plaice	0.64
Sole	2.03
Lemon Sole	0.83
Smoked Kippers — unwrapped	1.33
Smoked Kippers — vacuum packed 160g	(per pack) 0.68
Smoked Mackerel — unwrapped	0.70
Smoked Salmon in sides ready-sliced in vacuum pack 606g	(per pack) 7.13
Smoked Salmon — sliced in vacuum pack 192g	(per pack) 3.05

FACTORY SHIP XMAS RUSH

FOR THREE months the crew and workers on a giant Russian factory ship in Falmouth Bay looked at the beckoning harbour lights and counted the days until they were allowed ashore to go Christmas shopping.

Unlike their colleagues from other Eastern Bloc countries, they were not allowed regular runs ashore. The Russians watched with envy as East German factory ships left for home — but they consoled themselves with the thought of the shopping spree ahead.

On Monday the big day arrived, but the factory ship found there was not enough room in the docks for her to get an alongside berth.

In a moment of near-mutiny, the 168 Russians took to the lifeboats and made for the shore, returning later piled up with gifts to take home.

As one observer put it: "That was as good as a one-day strike. They may not have been here very long but they have got the message about how we operate."

HULL'S Christmas arrangements mean there will be no wet fish landings or market between December 22 and January 2 inclusive. There will be no freezer trawler landings on Christmas Day, Boxing Day or New Year's Day.

The markets at Grimsby and Fleetwood will also be closed over the same period.

Research trio for Russia

RUSSIA HAS ordered three giant research ships from a shipyard in Poland. The 6,000-ton ships will have 20 laboratories for 60 scientists.

The ships were ordered through Centromor, the Polish organisation which supplied Britain's two largest fishing vessels, Boyd Line's 280ft. *Arctic Galliard* and *Arctic Reiver*.

They will be built at the Szczecin shipyard which admits building a series of these ships is a 'tremendous undertaking'.

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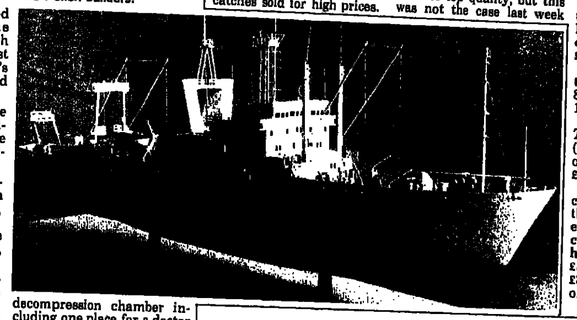
Scientists will have facilities for meteorological, hydrographic, hydro-engineering, physiological, analytical, plankton, microbiological, biochemical, marine bottom flora and fauna, ichthyological, radio-gauging, acoustic, bioluminescency, as well as gravimetrical.

The results of investigations will be put into a computer on board the vessel.

Scuba divers will have facilities to work at a depth of 250 m using a six-person decompression chamber including one place for a doctor and a three-person submerged caisson bell. Divers will be able to move up to 15 m away.

The decompression chamber will be divided into three sections, each with a different pressure. A central hydraulic propelling and steering system is expected to be installed.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In a telex to Mr. Callaghan, Mr. Tulloch said: "The Shetland Community is extremely concerned at the recent breakdown of the Brussels talks on a fishing policy.

"We fully support your efforts to get the best possible deal for the UK, but in common with other communities dependent on inshore grounds we do not believe that a 12-mile limit and a 50-mile continental preference would solve our special problems.

"We are very unhappy with the amendments to the EEC proposal for fishing now put forward by Mr. Silkin in Brussels. The situation here is very grave.

"We urge you not to sell out our fishing industry to the EEC, but equally we request that the needs of Britain's inshore fishery — now the most important part of the industry — take precedence over other interests."

Shetland Islands Council, operators of the port of Sullom Voe where Europe's biggest oil terminal is being built, is seeking a meeting with Shetland fishermen to discuss their objections to the extension of the port's harbour limits to include the whole of Yell Sound.

The fishermen fear that restrictions will be placed on fishing in the sound, but the council say that, although they want to control the sound, they do not want to stop fishing there.

FISH HANDLING, processing and marketing

PARIS FOOD FAIR REPORT

French are getting hooked on frozen fish

Imported German Fish Meals on show at the SAIL International Food Exhibition.

THE SIAL International Food Exhibition held in Paris last month was certainly worth a visit for anyone connected with the marketing of fish and fish products. This show which is held every two years may not be as large as the German Food Fair, with which it rotates biannually, but what it lacks in size it gains in quality.

Of course, the term size is relative and in the Exhibition Hall which had three levels, 1,100 French and 900 overseas firms were represented. This year the show attracted around 90,000 visitors and of these 20,000 were from outside France.

French fish and fish products were well represented with 36 firms exhibiting fresh fish and shellfish, 52 firms frozen fish and shellfish, plus 41 canned fish exhibitors.

There were 14 firms who had smoked salmon and other smoked fish on display, a further nine other fish products and not less than eight with caviar and caviar substitutes.

An interesting development at the show was the growth of the frozen fish and shellfish representation — from only 40 firms in 1976 to 52 this year. This no doubt reflects the trend in France towards greater consumption of frozen foods which has been showing the following annual increases over previous years: 1972 — 30%; 1973 — 36%; 1976 — 31%; 1977 — 27%; the two years 1974 and 1975 showing somewhat smaller increases.

French firms such as La Surgelation Alimentair presented an attractive range of retail fish packs under their brand name 'Pompon Rouge'.

Pierre Chevanco & Fils of Paris displayed vacuum packs of smoked trout, smoked eel and smoked salmon. Also seen was their 'Assiette Nautique' range which are composite retail vacuum-packs of hors d'oeuvres containing small proportions of smoked salmon, eel, trout, sturgeon and cods roe.

A French importer, Courrier of Stains, had a range of German ready-to-serve 'long-life' fish dishes made by Nordia on their trade stand. The presentation was excellent and each pack was two-portion size.

The various regions of France, such as Normandy, Corsica, Aquitaine etc., had their own pavilions within which the various regional producers, manufacturers and distributors had their own trade stands. These were usually more modest and economical in scale than those of the individual exhibitors.

The nearest approach to this at British food fairs are the pavilions sponsored by the Northern Ireland Agricultural Trust. Perhaps we are missing out on something in this line and we should encourage regional participation from Wales, Scotland and the South-West.

Under the brand name 'Nagel', Eupromer offered a selection of frozen soups in 1 kg multi-colour pouches with contents such as: eel and sorrel soup; lobster soup; fish soup and bouillabaisse. It is quite astounding that no British company has ventured into the frozen soup market as yet. This might even be a profitable outlet for some of the by-products of fish processors.

Over 30 overseas countries were exhibiting fish and shellfish in their national pavilions. Amongst these were: Argentine, Australia, Belgium, Brazil, Bangladesh, Canada, Chile, Costa Rica, Denmark, Greece and Eire.

The Irish Sea Fisheries Board had their own stand within the Irish Pavilion and amongst their promotional material was a well presented brochure in English, French and German setting out means of direct transport from Ireland to destinations in Europe by sea and air, product description as well as method of packaging and details of landings by species at various Irish ports.

There were trade stands with fish from India, Israel, Italy, Japan, Kenya, Malaysia and Mexico. The Netherlands were represented by Th. van Huystee as well as GROKO and New Zealand by Kennick Trading Ltd., who have Soprapeche as their French representatives.

Spain was out in force with eight companies offering canned fish. Taiwan under the name Far East Trade Service Inc. was also displaying a range of canned and frozen fish.

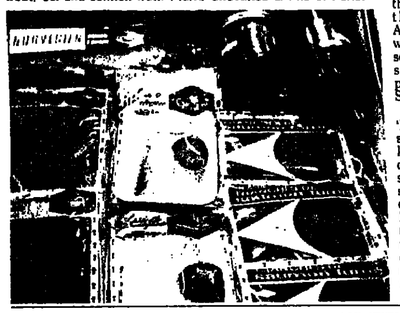
There was a very modest turn out by the United States, which was represented by A. J. C. International Inc. of Atlanta, Booth Fisheries and Seamark S.A. of Boston.

Although perhaps not the largest of the overseas exhibitors, the British Food Export Council stand was without doubt the most attractively designed one.

Amongst the 70 British exhibitors were many displaying fish and fish products, such as: Anglia Frozen Foods; Brekkes Group; B & A Britton; Celtic Foods; Flying Goose; Imperial Foods together with Ross Foods and Youngs Seafoods; Pinneys Smokehouses; Severnside, Armour Foods, Northray and Haffenden International Marketing.

Before returning from the exhibition a brief visit was made to a French Hypermarket to compare prices. For the purpose of comparison an exchange rate of French francs 8.50 to £1 was used (see below).


Above: the Russian Trade Stand and below Vac-Pack of smoked trout, eel and salmon from Pierre Chevance & Fils of Paris.



Product	Price per lb in £/p
FROZEN	
Fillets of Cod, bulk-pack	1.11
Lobster Tail, bulk-pack	6.35
Fillets of Sole, bulk-pack	1.29
Whole Frozen Pacific White Salmon (USA)	1.93
Small Whiting (South Africa)	0.53
Scallop Meat, bulk-pack (Japan)	3.32
20 Fish Fingers — Cod	0.71
8 Fish Fingers — Cod retail-pack 400g	(per pack) 1.22
4 Fish Fingers — Haddock retail-pack 200g	(per pack) 0.74
4 Fish Cakes, retail-pack 300g	(per pack) 0.86
6 Fish Cakes, retail-pack 450g	(per pack) 1.20
FRESH	
Cod	1.17
Hake	2.28
Mackerel	0.43
Plaice	0.64
Sole	2.03
Lemon Sole	0.83
Smoked Kippers — unwrapped	1.33
Smoked Kippers — vacuum packed 160g	(per pack) 0.68
Smoked Mackerel — unwrapped	0.70
Smoked Salmon in sides ready-sliced in vacuum pack 606g	(per pack) 7.13
Smoked Salmon — sliced in vacuum pack 192g	(per pack) 3.05

FACTORY SHIP XMAS RUSH

FOR THREE months the crew and workers on a giant Russian factory ship in Falmouth Bay looked at the beckoning harbour lights and counted the days until they were allowed ashore to go Christmas shopping.

Unlike their colleagues from other Eastern Bloc countries, they were not allowed regular runs ashore. The Russians watched with envy as East German factory ships left for home — but they consoled themselves with the thought of the shopping spree ahead.

On Monday the big day arrived, but the factory ship found there was not enough room in the docks for her to get an alongside berth.

In a moment of near-mutiny, the 168 Russians took to the lifeboats and made for the shore, returning later piled up with gifts to take home.

As one observer put it: "That was as good as a one-day strike. They may not have been here very long but they have got the message about how we operate."

HULL'S Christmas arrangements mean there will be no wet fish landings or market between December 22 and January 2 inclusive. There will be no freezer trawler landings on Christmas Day, Boxing Day or New Year's Day.

The markets at Grimsby and Fleetwood will also be closed over the same period.

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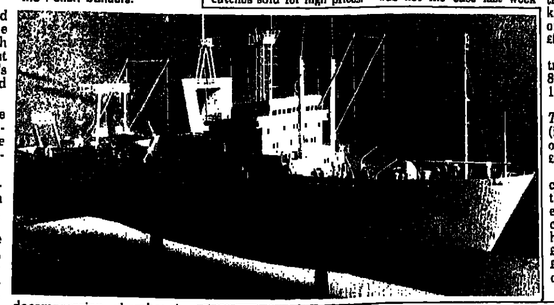
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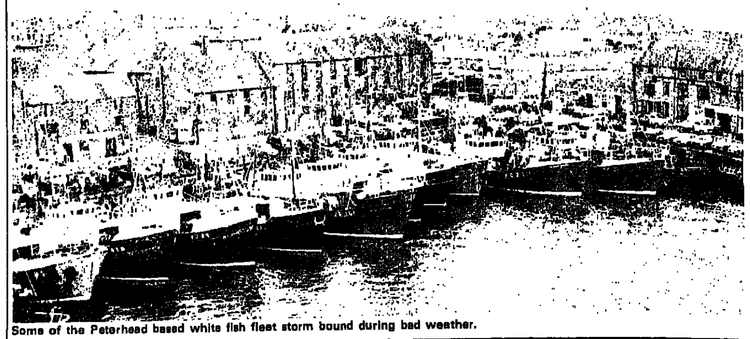


Some of the Peterhead based white fish fleet storm bound during bad weather.

PETERHEAD a monthly report

by GLORIA WILSON

TWO records were broken at Peterhead in November — although one of these has become poignant with the subsequent loss of the seine netter *Acacia Wood* and her crew. The fate of this vessel has overshadowed her performance, early in November, when she grossed £22,269 to set up a new single-trip seine net earnings record (now broken by *Argonaut IV, Fishing News* December 15).

The Hopeman boat *Acacia Wood* made her huge grossing for 675 boxes of white fish caught during an eight day trip with Skipper Alec Jack in command.

It beat the previous record of £22,265 made last year by the Peterhead seiner *Favonius*, although only by £4.50!

The new record for the value of white fish put ashore in one week was set-up during the six days ending on November 4 when 308 arrivals landed 29,031 cwt. selling for £799,016.

November also happened to contain one of the leanest weeks for some time, when severe gales interrupted fishing and kept many boats in port.

Landings from 109 arrivals during the week ending November 18 amounted to only 9,201 cwt. worth £285,080.

Peterhead's remarkable development as a major white fish port is arousing considerable interest among fishing circles both in the UK and overseas.

Two of the most recent visitors to the port were James O'Connor and Tom Lantry, chief executive and chairman of the Irish Fish Producers Organisation Ltd, Europe' conference in Edinburgh in November.

Mr. O'Connor told *Fishing News*: "We are very impressed by the quality of fish being brought into Peterhead and the way it is presented by the fishermen.

"We are also delighted with the reception we have had from the Harbour Trustees, and are very impressed by the way in which the port is being run."

Less happy are the seemingly continuous stream of boats which are having trouble with debris picked-up at sea.

One of the latest victims was the 80 ft. Peterhead seiner *Daisy* which ruined her net on a big anchor and length of chain. Skipper James Bruce said that the net became entangled in the anchor some 120 miles NE by E from Peterhead on ground which has, until now, been clean.

Quality

The two men took the opportunity to tour the harbour and fish market after they had attended the White Fish Authority's 'Fishing in

Refit

It took *Daisy* five hours in a Force 9 gale to haul the anchor and the shredded remains of her net to the surface. The only parts of the net still left intact were the headrope and footrope.

Above: *'Daisy* picked-up this anchor in her net when fishing 120 miles from Peterhead. It took the crew five hours to haul the anchor aboard and her net was completely ruined.

Below: *Adoration* leaving Peterhead for engine trials following her major refit.

One of the oldest boats in the Peterhead fleet has begun fishing after an extensive refit by the Northern Engineering Works. She is the 75ft. *Adoration* which fishes under Skipper James McLean and was built at the Richard Irvin yard in 1957.

Adoration is a really fine example of the sleek and eye-sweet cruiser sterned, wooden-hulled vessels for which the Irvin yard is recognised, and despite her age her hull is in a very good condition. When her bottom was water-blasted to remove the old paint, the carpenters' pencil marks were found to still be visible on the keel.

The vessel has been fitted with a new Gardner 230 hp engine turning a fixed pitch propeller through a Twin Disc gearbox of 4.13:1 reduction ratio.

Reels

New gear handling machinery includes a Northern Tool and Gear seine and trawl winch and Lossie Hydraulics seine rope reeels.

A new steel deckhouse and aluminium deck shelter have been installed and, although most of the existing electronic instruments have been retained, a new Decca Mk 21 Navigator, Furuno FRS24 radar, and Decca 450 Autopilot have been fitted.

The boat satisfies current safety regulations and has been equipped with fire detection and bilge level warning systems from WG Fire Protection Engineering of Aberdeen.

Galley fittings have also been renewed and include a Parkinson Cowan gas cooker and Vaillant gas water heater. A Gondolastic Gas Sentry Mk 4 has been provided to detect any escaping gas.

Another busy shore-based company is that of Tecnor Engineering which has a continuing order book for fish pumps, deckshelters and net drums.

Tecnor introduced its own make of fish pump about a year ago when it supplied units to the 86 ft. Peterhead seiner trawlers *Starlight* and *Constant Friend*.

The firm has just fitted-up the 75 ft. Macduff trawler *Lorena* with a 12 in. fish pump, fish and water separator, cargo winch and boom swinger.

Lorena, Skipper Sandy Reid, has now gone south to join in the Cornish mackerel fishing.

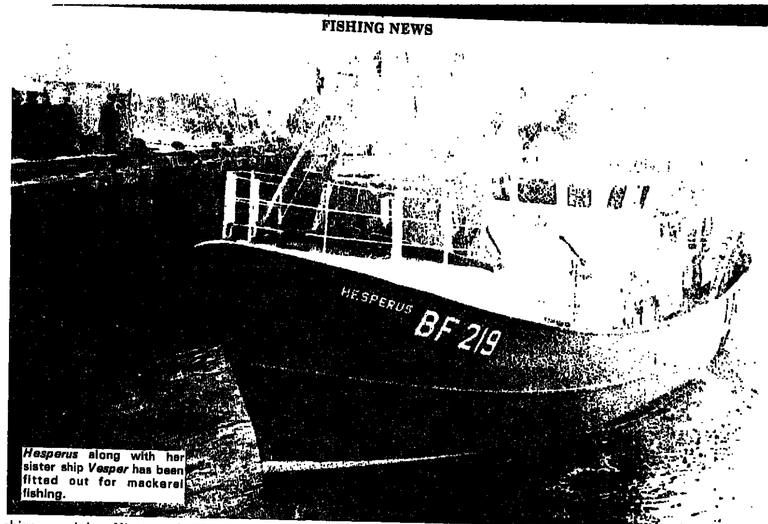
A similar range of equipment is on order for *Lorena's* new sister-ships, *Vesper* and *Hesperus*. They are also based at Macduff and fish under skippers John Watt and Michael Watt.

Both *Vesper* and *Hesperus* are joining *Lorena* on the mackerel fishing.

Fish pumps and fish and water separators are also to be supplied to the Peterhead vessels *Shemara*, *Golden Dawn* and *Brighter Dawn*.

Tecnor has also just fitted the 97 ft. Leith-registered seiner *Persevere* with new Fishing Hydraulics rope reels and an aluminium deck shelter.

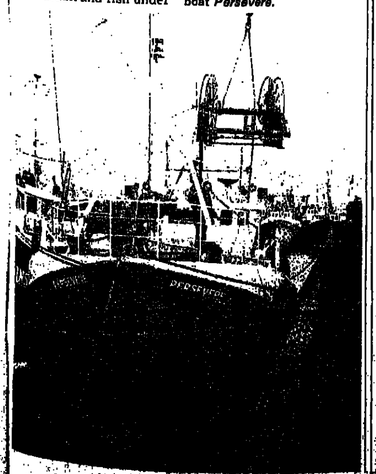
Fishing under Skipper Peter Johnstone of Port Seton, *Persevere* has moved north to work from Peterhead after being based at North Shields for much of the summer.



Hesperus along with her sister ship *Vesper* has been fitted out for mackerel fishing.

Above: the Macduff trawler *Lorena* has been equipped with this fish pump, made by Tecnor Engineering of Peterhead.

Below: one of the two new Fishing Hydraulics rope reels being lifted on to the 97 ft. boat *Persevere*.



Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water

£28,018: *Boston Halifax*, Boston (Sk. R. Harries), 778k, NC, 24 days.

Middle Water

£24,991: *Ross Lynx*, BUT (Sk. D. Cooper), 824k, W, 15 days.
£22,491: *Ross Leopard*, BUT (Sk. J. Brown), 784k, W, 17 days.
£22,442: *Ross Jackal*, BUT (Sk. P. McCarthy), 608k, W, 15 days.
£19,131: *Ross Cougar*, BUT (Sk. J. Major), 550k, W, 14 days.
£18,018: *Ross Civet*, BUT (Sk. A. Redpath), 504k, W, 17 days.

North Sea

£15,270: *Erimo*, Taylor (Sk. W. Hodson), 393k, NS, 14 days.
£8,109: *Tokio*, Taylor (Sk. J. Gladwell), 175k, NS, 12 days.
£7,533: *Loveden*, Lindsey (Sk. G. Ireland), 150k, NS, 10 days.

Seiners

£2,500: *Lena Sorensen*, Chapman (Sk. B. Jensen), 55k, NS, 13 days.
£1,183: *Helen Mona*, Hamling (Sk. C. Taylor), 29k, NS, 20 days.

Pair teams

£33,351: *Margrethe Bojen*, £19,073: (Sk. Jens Bojen), 447k, and £14,278: *Frances Bojen* (Sk. J. Richardson), 348k, both John R., NS, 15 days.

Gill-netters

£1,987: *Wardley* Consol (Sk. B. Lose), 33k, NS, 6 days.

Belgian trawlers

£17,906: *Shamrock* (Z 189), Hamling (Sk. B. Schiltz), 310k, NS, 10 days.
£17,834: *Sea Bird* (Z 584), Hamling (Sk. A. Wtteriuulghe), 316k, NS, 10 days.
£15,771: *Maria Duyne* (O 135), Hamling (Sk. V. Verleene), 321k, NS, 10 days.
£14,502: *Juhel* (O 198), Hamling (Sk. N. Hennaert), 258k, NS, 11 days.

HULL
(all Icelandic vessels).

£67,856: *Jondan*, (Boyd Line), 1,914k.
£67,659: *Karlsefni*, (BUT), 1,763k.
£56,115: *Olafur Bekkur*, (Boyd Line), 1,297k.
£44,921: *Gylfi*, (Boyd Line), 1,232k.
£31,251: *A. Sigurdsson*, (Boyd Line), 1,763k.

FLEETWOOD
Iceland

£51,847: *Gulberg*, Marr (Icelandic), 1,389k.
£45,771: *Gullver*, Marr (Icelandic), 1,075k.
£40,697: *Jon Thordarson*, Marr (Icelandic), 1,088k.
£33,165: *Sigurbara*, Marr (Icelandic), 733k.
£33,002: *Haukaberg*, Marr (Icelandic), 765k.

ABERDEEN

£19,231: *Velia*, Marr (Sk. J. McKay), 582k, S, 16 days.
£12,442: *Lindenlea*, BUT (Sk. W. Uren), 340k, F, 16 days.
£11,637: *Birchlea*, BUT (Sk. M. Taylor), 300k, F, 19 days.
£11,402: *Ross Heron*, BUT (Sk. W. Gardner), 304k, S, 16 days.
£10,854: *Ross Mallard*, BUT (Sk. E. Watt), 310k, S, 13 days.
£8,369: *Eredene*, Brucewood (Sk. C. Pook), 219k, WC, 10 days.

LOWESTOFT

£14,027: *Boston Sea Sprite*, Boston (Sk. M. Raven), 236k, NS, 13 days.
£12,522: *Gillingham*, East Coast, (Sk. B. Bowler), 187k, NS, 12 days.
£12,077: *Boston Jaguar*, Boston (Sk. K. Reynolds), 221k, NS, 12 days.
£11,550: *St. Davids*, East Coast (Sk. K. Mayall), 177k, NS, 13 days.
£10,188: *Oulton Queen*, Talisman (Sk. T. Davey), 182k, NS, 11 days.
£10,160: *Barbados*, East Coast (Sk. R. Barker), 189k, NS, 12 days.

NORTH SHIELDS

£8,368: *Ben Strome*, Irvin (Sk. E. Longhorn), 16,925kg, NS, 8 days.
£6,348: *Ben Lora*, Irvin (Sk. R. Sheader), 9,195kg, NS, 9 days.

Under 80 ft.

£4,760: *Star of Hope*, Caley (Sk. P. Jarron), 10,739kg, NS, 4 days.
£4,721: *Lindisfarne*, Irvin (Sk. J. Bailey), 8,462kg, NS, 3 days.
£3,587: *Starella*, Irvin (Sk. T. Johnson), 8,004kg, NS, 4 days.
£3,257: *Scarlet Thread II*, Irvin (Sk. T. Buchanan), 6,688kg, NS, 3 days
£2,901: *Conduan*, Irvin (Sk. N. Morse), 5,025kg, NS, 3 days.
£2,513: *Cherry Burton*, Newington (Sk. J. Buchanan), 3,081kg, NS, 3 days.

MILFORD HAVEN

£7,620: *Norrard Star*, Norrard (Sk. J. Rogers), 119k, 14 days.
£5,200: *Rosevear*, Norrard (Sk. A. Simpson), 77k, 14 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

PORT MARKETS

FRIDAY, DECEMBER 15
DUBLIN

821 boxes from Howth, Greencastle and Killybegs met a good demand. Prices *per lb*: prawns, 50p 95p; white sole, 14p 15p; sole, £1.40 £1.60; ling, 45p; brill, 20p 30p; turbot, 20p 30p; dabs, 10p 12p; cod, 21p 28p; codling, 20p 23p; black pollock, 14p; white pollock, 18p 23p; whiting, 12p 21p; haddock, 12p 25p; plaice, 15p 49p. Prices *per box*: round whiting, £10 £12; ray, £10 £28.

MONDAY, DECEMBER 18

GRIMSBY

15 boats landed a moderate supply of 1,255 kits, which met a good demand. Prices *per stone* (kit): cod, £4 £7 40; codling, £3.40 £4.50; large haddock, £4.60 £5.80; medium, £3.40 £4.20; small, £3.00 £3.40; large plaice, £1.80 £6; medium, £1.80 £6.20, best small, £5 £5.50; medium skinned dogfish, £6.50; saithe, £2 £3.40; monkfish, £2.40 £4.30; large lemon sole, £10 50; medium, £8.50. No reds.

HULL

2,071 kits from two Icelandic trawlers. Price ranges *per 10st kit* heads on cod, £37.50, £45.50 (average £40 65); codling, £35 £42.25 (£38 10); haddock, £44.90 £53.75 (£48.40); coley, £22 £31.25 (£26.20); bergylts, £28.50 £30.50 (£29); plaice, £45 £50.50 (£48 05); halibut, £72.25 £82 (£77.15).

MILFORD HAVEN

207 kits from two boats. Prices *per 8st kit*: squid, £40; large cod, £36; medium, £36 £39; codling, £36 £38; large plaice, £58; medium, £59; small, £40; turbot, £183; whiting, £20 £22; lemon sole, £60; Dover soles, £193; slips, £126; tongues, £100; brill, £63; large ray, £46.50; medium, £36.50; small, £28 £31.50; dogfish, £14.

FOLKESTONE

12 boats landing. Prices *per stone*: large cod, £4.50 £4.55; medium, £3.80 £4; codling, £2.60, £2.95; skate, £3.20 £3.40; conger, £3.85; pouting, 90p; whiting, £1.50 £1.85; plaice, £5.25 £7; dabs, £3.30 £3.45; flounders, £1.65. Prices *per lb*: Dover soles, £1.35 £1.55; slips, 85p £1 11; cod roes, 50p 55p; lemon sole, 60p 71p; small turbot, 85p. Prices *per score*: small dogfish, £6.50 £8.50; hitches, £18 £19.50.

TUESDAY, DECEMBER 19

FLEETWOOD

Prices *per 10st kit*: cod, £54; codling, £45; pollock, £45; plaice, £31 £62; coley, £33 £38; ling, £34; lemon sole, £39 £42; roker, £12 £37; roker patches, £21 £36; whiting, £15 £33.

ABERDEEN

301 tonnes from 15 Faroe and North Sea boats. Prices *per cwt*: large codling, £28 £38.50; medium, £26 £37; small, £22 £34; ling, £25; tusk, £10 £20; saithe, £18 £19.50; extra large haddock, £34 £37; large, £28; medium, £28 £44; small, £15.50 £31.50; whiting, £12.00 £20.40; lemon sole, £42 £94; plaice, £28.50 £94.50; skate, £16 £20; dogfish, £6.50 £8.50; squid, £42 £56. Price *per stone*: halibut, £12.60 £25.60.

NORTH SHIELDS

Prices *per 40 kilo unit*: large cod, £30 £34; medium, £26 £31; small medium, £25.75 £27; selected small, £23 £23.75; medium haddock, £24 £29; selected small, £23 £26; small, £17 £22; selected whiting, £12.50 £12.75; small, £5 £7; medium lemon sole, £56; small, £42; medium dogfish, £14.25; small, £7 £9.75.

ARBROATH

20 boats landing. Prices *per box*: medium haddock, £18 £20; selected, £20 £24; small, £17 £20; large codling, £18 £22; medium, £16 £20; small, £10 £14; large whiting, £12 £14; small, £6 40. Prices *per stone*: lemon sole, £6 £6.50; dabs, £3 £3.50.

PETERHEAD

5,408 boxes from 50 boats. Prices *per stone*: cod and large codling, £5.30 £5.70; medium, £5.10 £5.50; small, £2.80 £4.10; large whiting, £3.30 £3.60; small, £1.70 £2.10; monkfish, £6.40 £6.80; dogfish, £1.80 £2.20; ling, £2.70 £3.10; small hake, £4.50 £5; round whiting, £1.30 £1.50. Prices *per box*: medium haddock, £33.50 £37.50; small, £27 £30.50.

BUCKIE

250 boxes from 10 boats. Prices *per stone*: brill, £6.40; small skate, £1.30; mixed skate, £2.50; cod, £3.50; small codling, £2; sprag, £3.20; medium haddock, £3.20; small, £3.60; round whiting, 85p £1.25; monkfish, £5 £5.90; selected lemon sole, £7 £7.80; small, £5 £6; medium plaice, £3.20 £3.70; selected small, £3.80; small, £2.90; bot, £21; cod, £4.50; ling, £2.60; large conger eel, £3.50; medium, £2.50; small, £1.50; large hake, £8.50; medium, £6; small, £3.50; large brill, £10; medium, £7; large dogfish, £1.80; medium, £1.20; small, 80p. Price *per lb*, bass, £1.30.

EYEMOUTH

Prices *per 7 st. kit*: large and medium codling, £28 £32; best small, £24 £25; small, £21 £22; medium haddock, £28 £29; small, £20 £25; small whiting, £5.50 £12. Price *per 4 st. box*: crabs £6. Price *per lb*: lobsters, £3.80.

BRIXHAM

Prices *per stone*: cod, £4 £4.50; large plaice, £4; medium, £4.80; small, £3.20; turbot, £14 £28; large whiting, £3; small, £1.20; large lemon sole, £10; medium, £8.50; small, £4.50; Dover sole, £22; medium, £29.50; slips, £18.50; tongues, £9; brill, £9.50; ray wings, £7.80 £9.80; large monkfish, £16; small, £9.50; squid, £8. Prices *per dozen*: escallops, £1.30 £1.60.

NEWLYN

Prices *per stone*: red mullet, £15; gurnards, 60p; large whiting, £3.50; small, £1.60; large ray, £6; large medium, £3.50; small medium, £2.50; small, £1; pollack, £3.50; large pouting, £2.60; small, £1.20; large plaice, £6.50; medium, £6.40; small, £3.50; large dabs, £4; small, £2.50; large lemon sole, £9.50; medium, £7; small, £4; large Dover sole, £24; medium, £19; small, £12; squid, £7.50; large monkfish, £13; medium, £9; small, £5.50; large haddock, £6; medium, £4.50; small, £2.50; turbot, £21; cod, £4.50; ling, £2.60; large conger eel, £3.50; medium, £2.50; small, £1.50; large hake, £8.50; medium, £6; small, £3.50; large brill, £10; medium, £7; large dogfish, £1.80; medium, £1.20; small, 80p. Price *per lb*, bass, £1.30.

WICK

200 boxes from nine boats. Prices *per box*: cod, £18 £24; haddock, £17.80 £26.80; whiting, £5.70 £10.20; plaice, £21.50 £33.50; dogfish, £5.50 £5.60; dabs, £20.50; skate £8.40 £25.50.

BRIXHAM

Prices *per stone*: cod, £4 £4.50; large plaice, £4; medium, £4.80; small, £3.20; turbot, £14 £28; large whiting, £3; small, £1.20; large lemon sole, £10; medium, £8.50; small, £4.50; Dover sole, £22; medium, £29.50; slips, £18.50; tongues, £9; brill, £9.50; ray wings, £7.80 £9.80; large monkfish, £16; small, £9.50; squid, £8. Prices *per dozen*: escallops, £1.30 £1.60.

BILLINGSGATE

ON TUESDAY 277 tons were delivered. Average selling prices on merchants' stalls: soles, tongues, 60p £7 70p; slips, 75p 95p; medium, £1 £2.25; large, £1.30 £2.25; eels, £1.25; foreign smoked salmon, £3 *per lb*; large turbot, £24.50 £27.30; medium, £17.50 £19.60; small, £11.20 £15.40; large brill, £8.40 £11.20; medium, £7 £9.10; small, £4.20 £5.60; English plaice, 40p 24p, £6 £6.60; large halibut, £22.40 £28; medium, £26.60 £30.80; small, £11.20 £14; selected lemon sole, £10 £15; large witches, £5.50 £6.50; small, £4 £4.75; headless home water cod, £7.50 £36; fillets, shell cod, £10 £11.50; bulk, £9 £10; bream, £10.50; codfish, £5.60; haddock, £10.50; selected whiting, £3 £3.60; small, £1.80 £2.50; small English dogfish, £3.50 £7.50; large, £8.50 £10.80; mackerel, £2.80; fresh herrings, £6; dry fillets, £11; golden cutlets, £10; filleted kippers, £8; selected kippers, £8; sprats, £2.80; monkfish (skinned), £16; hake, £23.80; grey mullet, £7.70; squid, £10.50; large skate, £10.50 £13; medium, £8.20 £10.80; small, £4 £7.50; red mullet, £23.80.

SHELLFISH

SELECTED prawns, 65p: cl, *per lb*; oysters, £15 £28, *per 100*; Scotch winkles, £17; Irish, £17.10, *per cwt*; mussels, Scots, £5.75; Irish, £6.25, *per bag*; shrimps, brown, £1.60; pink, £1.80 £2; English cockles, £2.30 £2.50, *per gallon*.

FROZEN FISH

ATLANTIC salmon, £1.30; Canadian halibut, £1.38; scamp, £1.10 £4; hon soam, 45p; grey mullet, 43p; harbour, 60p; sole fillet, 55p, *per lb*; plaice, £0.10; cod, 98; haddock, £8.70; squid, £1.90 £5.32; kippers, £7.80, *per stone*.

Official and Classified ADVERTISEMENTS

Continued from Page 29

VESSELS FOR SALE

MFV 35ft. x 12ft. x 4ft., built 1971, teko oak, teak deck. Thornycroft 115hp 3:1 reduction, Sailor RT 142 76ID with radio tuner, Simrad sounder, Decca 21, 1½ tons hydraulic winch, three berth, behind. WFA grant and loan transferable. Completely refitted. Telephone: Bridport 2297.

CYGNUS 32ft., forward wheelhouse, Mercedes 125hp, Borg Warner 1:1 hydraulic box, Seavoice radar with VRM, Simrad sounder, Sailor 6 channel VHF, hydraulic pot hauler, Kent clearview Jabsco deckwash and hydraulic steering. Decca MK21 on bridge. Price £17,500. Telephone Whitby 2765.

53ft. TRAWLER, 120hp Kelvin, D11 certificate, winch, gearbox, recently overhauled, new after mast, new gallows, engine recently overhauled, sounder, radio, VHF boat's property, Decca Mk21 Decca 110 radar on hire. Offers telephone: Leeds 562000 after 6 p.m.

FOR SALE SUBJECT TO WFA APPROVAL

M.B. "FAST CASTLE"

(LH.68)

30ft. x 11ft. x 4ft. 6in., built Eyemouth Boat Builders Co., 1972 of wood.

Lister 86 engine dual controls. Carron one ton pot hauler. Boat's equipment: ND 200 echo sounder and Seavoice VHF. Equipment hired. Sailor R/T. Vessel in excellent condition, at present fishing Burmouth nr. Eyemouth.

Enquiries to Brian Aitchison Telephone: Berwick-on-Tweed 5023

Offers and enquiries to

FMA EYEMOUTH LIMITED
Harbour Road, Eyemouth

24FT. wooden workboat, transom stern, Lister SR3 diesel, side decked, forward cabin, bargain at £2,200. Telephone: 0253 329682.

32ft. x 10ft. x 4ft., stern trawler, carvel in mahogany, forward wheelhouse, 75hp BMC recently fitted, Borg Warner box, aft gantry, ramp, twin drum winch, trawl and doors £5,750. Telephone: Emsworth 4183 evenings.

FOR SALE

M.B. "OCEAN STARLIGHT" (K33)

Stern trawler built of wood by Anderson, Stromness in 1969. Length overall 50ft., beam 17ft. 6in. tonnage 24.89. New Volvo engine fitted in July 1978, 195hp with 3:1 reduction gear.

Simrad echo sounder with fish loops. Sailor radio, Kelvin Hughes VHF, Decca 101 radar, six ton Norwinch. Hydraulic net drum, Shetland gutting machine. Decca Navigator and Plotter — on hire.

FOR FURTHER DETAILS CONTACT:-

REGENCY OILS, MARINE PLACE, BUCKIE
Telephone: 0542 31638

FOR SALE

"SONIA" (BCK 131)

Built 1978, wood, larch on oak. Length 81 6ft., breadth 20ft., depth 7.8ft., engine Gardner 230hp, auxiliary Lister SR2 driving Desmi bilge pump, AC7 alternator and hydraulic pump for net retrieval, NRT 43 24 Maestro seine trawl winch, DEV power block Louis rope Drums Electrical system 24 volt throughout, 3 AC 90 alternators driven from main engine. Oil fired Kempzale galley stove. Two sit man liferaft. Boat's property. Sailor Watchkeeping receiver, Simrad EQ echo sounder with bottom lock Kelvin Hughes MS44 echo sounder with bottom lock. Sperry radar, Cervatis VHF Sailor 144 R/T Sailor 122 R108 radio, Cetrek autopilot Lafayette digascan. On hire Decca plotter 350T, Decca Navigator 21R.
Grant and loan commitments could be transferable with permission of WFA.
Can be seen at Aberdeen.

Offers to

RICHARD IRVIN & SONS LIMITED
ABERDEEN. Telephone: 52651

ENDEAVOR (CN.168)

Length 63ft., tonnage 31.
Built by Reegies, St. Monance. 114hp Gardner.
Mastra dual trawl winch and gallows new 1977.

BOATS PROPERTY Power block, radar, sounder, VHF watch receiver, two liferafts.

ON HIRE: Decca 585 wireless.
V. Doors, two dual purpose nets and 350 fathom of 1½in. wire each side.
Boat presently fishing at Campbeltown.

ENQUIRIES:

0586 2159 day 0586 2496 night

FOR SALE BY PRIVATE BARGAIN

M.B. "EMBLEM" (FR.72)

Built of wood in 1951 by MacDuff Boatbuilding and Engineering Co., MacDuff. Overall length 39.7ft., registered 37.5ft., beam 15.9ft., depth 5.9ft., tonnage 14.68.

Vessel fitted with a T.4 120hp Kelvin engine in 1963. Deckhouse and Dauntless 1½ ton trawl winch both fitted new 1974. Vessel completely re-wired in 1974. Owned equipment: Marconi Graphalite echo sounder. Hired equipment: Marconi Kestrel radio, Marconi Sailor VHF, Decca Mk.21 Navigator and Decca 060 radar. Boat rigged for trawl fishing. Quantity of gear to be sold with vessel. Vessel in excellent condition.

For further particulars apply: **CALEY FISHERIES (PETERHEAD) LTD., 1 Dalrymple St., Fraserburgh, telephone: Fraserburgh 3241 or Inverallochy 2264 at week-ends, with whom offers should be lodged.**

LOCHIN 33 forward wheelhouse, GRP workboat, completed May 1978, 33ft. x 11ft.9in. x 3ft.9in., Bedford 500M 164hp., 2 gals/hour avge., two berths, Spencer Carter hauler with capstan fitted, Simrad El., Sailor 144R VHF., wired for Decca Mk21. Mizzen on steel gantry, quarter and side shooting, legs, deck and fishing lights, large vessel arriving shortly, hence offers around £18,000, finance available. For further details telephone: St. Ives, Cornwall 7376.

MFV "Dennh" 36ft. x 12ft. x 3ft. 6in., ex-Admiralty launch, mahogany on oak, forward wheelhouse, Ford 120hp, Neco capstan, Seavoyce radar, Seasprite sounder, Seavoice VHF. Very reliable boat £8,000 ono. Telephone, Maldon (0621) 773196.

36ft. Norwegian Dory with newly reconditioned BMC four cylinder diesel engine under guarantee, new prop and shaft. Telephone, Ayr 81638.

32ft. 6in. coastworker, 2 x 70hp Ford Dolphins, Borg Warner gearboxes, four man inflatable liferaft, Seasprite, Sonvoice, Sharp auto-pilot, Neco pot hauler, self draining fish tank, electric anchor windlass, two berth cabin, galley, w.c., enclosed wheelhouse, registered. Lying Southampton. Telephone: Tenby 3019 day, Manorbier 478 evenings.

MFV "SUSAN JOY"

(GY.353)

Fitted with a Tuson 98hp single cylinder Norlan winch, Hydema power block
Length 59.8ft., breadth 16.8ft., depth 8ft.,
Built 1938/39
SHIP'S PROPERTY
Radar and echo sounder
ON HIRE
Decca Mk12 and Sailor T.128 R108 transmitter

Complete with all fishing gear, ropes and nets for anchor seining

Offers on £15,000

Telephone
GRIMSBY 51317/8

36ft. steel fishing boat, two berth cabin forward wheelhouse, galley, 120hp Ford, Seawinch capstan hauler, radar, echo sounder, VHF boat's property. Telephone: Troon 314522 day, 312298 evenings.

25kt. Fairey Huntress, 23ft. x 8ft. 6in. x 3ft., Perkins T6.354 145hp turbo charged diesel, Seascribe echo sounder, Marconi VHF., Blake toilet, Calor cooker etc., engine just rebuilt, £4,350 ono. Dick Downes, Yarmouth harbour, IOW. Telephone: 760 167.

HULLS GRP mouldings, heavy duty to WFA standards, 19'5, 21 and 23ft., from £300 to £950. Peel Marine Ltd, Riverside, Teignmouth, telephone: (06267) 2324.

27FT. GRP gill netter, two years old, not worked, 0810 radar, VHF echo sounder, 4D engine, Morse controls, power steering, aft wheelhouse, sealed decks. £8,500. Telephone: Harwich 4431.

VERSATILITY MkII, hard G.R.P., 26ft. x 10ft. x 3ft.6in., 1975, forward cabin/wheelhouse, large flush cockpit, excellent condition, private use only, £8,500. Telephone: Rye 3681.

MFV "Sea Gypsy" 1923 stern trawler, self draining deck, ready to fish, owner buying larger vessel. Telephone: Whitehaven (0946) 4629.

20ft. fishing launch, clinker, larch on oak, elm and varnished, two berths forward, Peter 13hp diesel, built Kings Pinnuit, in good order throughout, £1,950. Telephone: Woodbridge 5288 (Suffolk).

40ft. Steel trawler, Cummins diesel, built '78, full inventory.....£46,000
27ft. Lower stern trawler, BMC diesel, built 1978.....£7,750
28ft. Versatility angling boat, Volvo diesel, built 1978.....£8,000
26ft. Steel workboat, Perkins diesel.....£3,500
21ft. Carvel workboat, Perkins diesel.....£1,600
19ft. Dell Quay fisher, Sabb diesel, trailer.....£2,950
19ft. Dell Quay fisher, Lister diesel.....£2,600
19ft. Dell Quay fisherboat, Yamaha 20hp.....£1,600
16ft. IP., Lister diesel cuddy £1,350

BOTTERELL SEATRADES
Harbour Road, Rye Harbour, Sussex
Tel: Rye (07973) 2675

MFV "Saint Unv" Cygnus 32ft., forward wheelhouse, Sabre 120 1200 hrs, Radar meter, VHF, liferaft, ship's property: Decca 21 on hire. Mizzen rigged, hydraulic capstan, many, many extras. Nine months old. Price £21,500, or £19,500 without radar and liferaft. Telephone: St Ives 7851.

NO PROMISES
but a chance!

I regularly buy and sell fishing vessels from and to Britain. Yours could be among them!

HANS-ROBERT JOEL
Master Mariner
2000 Schenefeld/Germany
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ROSS Mackenzie Boatbuilding & Brokerage. Cygnus GRP workboats, 15ft.-44ft. Pilldice steel vessels 33, 38 and 44ft. fitted out. Crabber 35ft. x 11ft.2in. x 10.6in., Volvo 150hp Celtic Slave 1500kg. 19 Cornell Road, Dorchester, Dorset. Telephone: (0305) 68268 seven days a week.

TRAWLERS. SEINE NET AND MULTI-PURPOSE FISHING VESSELS

Contact
Drewsens Regnskabskontor
FISKERIHAVNEN,
87000 ESBJERG, DENMARK
Tel. (office) 010 455 128177
(afternoon) 010 455 268474

STRONG construction 1923, well equipped, 45hp, radar, Seascribe, VHF, Seawinch hauler, hydraulic steering. Telephone, Evemouth 50566.

31ft. Mitchell sea angler, full inventory, first class order throughout, telephone Preston (0772) 864352 evenings.

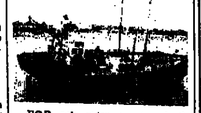
FOR SALE IN IMMACULATE CONDITION

This vessel is equipped for net, longline and Scottish seine net fishing
Built 1967/68 in Norway. Gross tonnage 24.39. Engine Scania Vabis 183 hp., Variable pitch prop., speed 9.5 knots, line hauler one Rapp three tons with drums for seining.
Line winch, Lorensen hydraulics. Steering gear, Tanfjord.
Boat's equipment
Decca radar 202, Simrad 100W Duplex radio telephone, Simrad echo sounder VHF Robertson AP3 autopilot, Decca Navigator.

Replies telephone: North Shields 72183 or 72401.

39ft. fishing boat, forward wheelhouse, twin diesels, winch, sounder, £2,500. Telephone: 0580 73079.

£3,595, 24ft. GRP fishing cruiser, 11hp Stuart Turner diesel, two berths, good cockpit, new hood. Lying Thames, Ruislip 39755.



FOR sale stern trawler, built Weatherhead, Cockenzie, 50ft. x 16ft. x 5ft. 6in., 120hp, Pifer trawl winch, fully equipped, reliable vessel. For details telephone: Lowestoft 66865.

34ft. x 12ft. x 4ft.6in., stern trawler hull, built to high standard in Ferro Cement. Telephone: 0621 782403 after 8pm.

IP 23 1974, engine Ford 4D56, forward wheelhouse, ferrograph, many extras £4,000. Apply Southend 75050 after 6p.m.

FOR SALE

SOUTHERN Nets Limited, inshore fishing gear specialists, supply trammel, gill, seine and trawl nets. Catalogue £1.00 available from Lower Cross, Udimore, Rye, Sussex, telephone: Rye 3844 or 2155 (STD 07973). Telex 96211 Sounet G, or our Hartlepool agent Steam Trawler Supply Stores, Fish Quay, Hartlepool. Telephone: Hartlepool 66448 (STD 0429).

NEW untested chain from £1.00 per fathom, seen Brixham. Telephone: Stoke Gabriel 301 or Brixham 2046.

SMOKE your own fish, meat, etc. "Little Chief" home smoker unit, electrically operated, 20lbs capacity, send SAE for details, trade enquiries welcome £31.25 plus VAT delivered. Transatlantic Fishing Systems, 42 Comfort Road, Mylor Bridge, Falmouth, Cornwall.

"THE WAREHOUSE"

(Formerly Pen and Starboard)
10a Custom House Quay, WEYMOUTH
Tel: 02857 78668

TRAMMEL NETS
Fully rigged

60m x 3'	£41
60m x 4'5"	£48
60m. x 5'5"	£62

GILL NETS
Leading fitted

37m x 6'	£30
50m x 10'	£30
50m x 12ft	£41

CRAB & LOBSTER POTS
Plastic coated steel
complete from £6.25

Add 8% VAT and p&p £1.75
Barclaycard and c.o.d.

Send SAE for further details

FORD and Lister parts and service. Jabsco pumps, PRM gearboxes, morse controls, ballraces roller races, Imperial Eastman hydraulic hose assemblies. Good discounts. K. & L. Howells, Observatory Halin, Milford Haven, Dyfed. Telephone: 4733, after 6 pm 2641.

RED antifouling for sale, in 20 litre cans at £32.40 per can, including VAT, carriage extra. Also a large stock of various paint, including deck paint and undercoat, ex-admiralty from 60p per litre. Write for quotation by return, Belaire Boatyard Limited, 41 Priory Road, St. Denys, Southampton, SO9 1LT. Telephone: Southampton 554145.

SPECIAL STOCK OFFER

TRAMMEL NET INNERS — COD NETTING — GILL NETTING
WHITE BONDED NYLON 100 YARDS STRETCHED

2Z(210/8) 30 meshes deep 4" 4½" 5" at £8.64 each	
60 meshes deep 4½" 5" at £12.96 each	
3Z(210/9) 30 meshes deep 4" 4½" 5" 5½" 6½" at £10.80 each	
50 meshes deep 4½" 5" at £16.20 each	
4Z(210/12) 30 meshes deep 4" 4½" 5" at £14.04 each	
4Z(210/12) 50 meshes deep 4" 4½" 5" at £21.60 each	

MONOFILAMENT NYLON NATURAL COLOUR.
DOUBLE KNOT (100 yards stretched)
.45mm 30 meshes deep 4½" x 4½" at £12.40 each
.65mm 60 meshes deep 4½" 5" at £35.00 each

LEADLINE
N2 LIGHT per 100 metres at £6.64 each
N3 MEDIUM per 100 metres at £12.96 each
N4 HEAVY per 100 metres at £18.90 each

HEAVY DUTY FLOATS
3½" at £10.26 per 100

NYLON MENDING TWINE
2Z 3Z 4Z 5Z 8Z ½ kilo spools at £2.43 each

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42 8½in. rigged to fish 50 Mts. x 30 m d. £38.88
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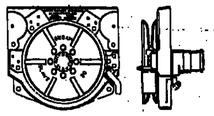

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FROM STOCK

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14 nets 1.5 x 9 monofy, 60 meshes deep x 5in. mesh x 82 yds. long	£48 each
3 nets as above, fully mounted with floats and leadline, 48 yds. set	£70 each
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1 net .48 mono. 28 meshes deep x 4½in. mesh x 100 yds. long	£12
1 net as above, fully mounted with floats and leadline, 50 yds. set	£30
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30 nets 210/9 nylon, green, 40 meshes x 3½in. x 200 yds	£18 each
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2 nets fully rigged trammel nets. 4in. inners. 8½ft. deep x 100 yds. set	£100 each
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45 nets 210/12 nylon cod nets, 30 meshes x 7½in. x 300 meshes long	£7.50 each
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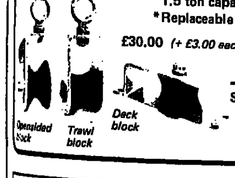

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(Full range ex. stock)

Yanmar diesel engines — Teleflex Morse steering and control gear.
Mase generators. Outboard motors. Yamahar and Seagull (full range of spares in stock).

Service and repairs carried out.

Winter hours 10am-8pm daily including Sunday (closed Tuesdays only)

CORNISH cultivated oysters, native Fal stock for relaying. Laying and tanks, Mylor Creek, Falmouth. Enquiries Frank Vinicombe Marine Ltd., telephone Penryn 72775.

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FOR SALE
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Fish top quality inshore whole fish, processed fish and kippers

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LARGE 28p plus VAT

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MISCELLANEOUS

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Continued from Page 31

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CATERMARINE 800 power block head. Must be in good condition. Apply West Side Fishermen Ltd., Scalloway, Shetland. Telephone: 059 588 432.

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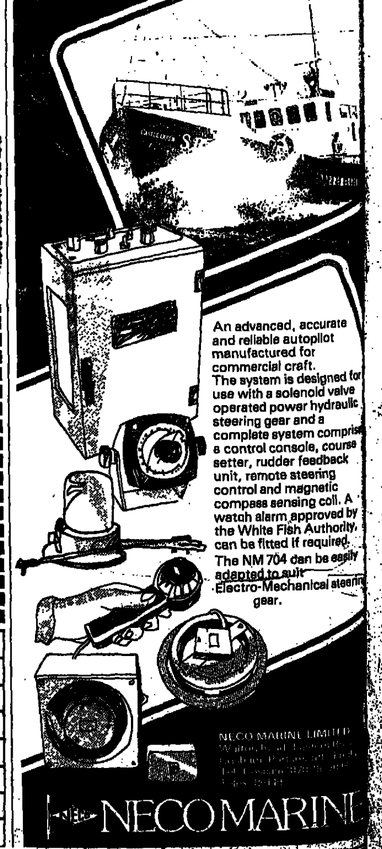

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